2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

86

Smyth County Town of Marion Town of Chilhowie Town of Saltville

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					0	myth Maintenand	c Alca								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smyth County						ZANIC JIANIC	illali	ZIIali		i actor		i actor			
	0.04	2700	G	96%	1%	Washington County 1% 1%	Line 1%	0%	F	0.109	F	0.631	2700	G	2003
[11]	0.04	2100	G	70 /0	1 /0	WCL Chilhowi		0 /6	ı	0.109		0.031	2700	G	2003
Town of Chilhowie				-											
\sim	1.13	2700	N	96%	1%	WCL Chilhowi	1%	0%	N	0.109	N	0.631	2700	N	2003
[11]	1.13	2100	IN	90 /0	1 /0			0 /0	IN	0.109	IN	0.031	2700	IN	2003
<u>[11]</u>	1.51	7200	G	From: 96%	1%	SR 107 Chilhow 1% 1%	1%	0%	С	0.115	F	0.646	7300	G	2003
				To:		ECL Chilhowi	e								
Smvth Countv				From:		ECL Chilhi		Т							
<u>[11]</u>	2.80	7200	N	96%	1%	ECL Chilhowi	1%	0%	N	0.115	N	0.646	7300	N	2003
				From:		86-645									
<u>(11)</u>	4.32	3200	G	96%	1%	1% 1%	1%	0%	F	0.09	F	0.541	3300	G	2003
				To: From:		FR 7		-							
[11]	0.66	11000	G	96% To:	1%	1% 1%	1%	0%	F	0.088	F	0.643	11000	G	2003
T £M:				10.		WCL Marion		J							
Town of Marion				From:		WCL Marion									
(11) S Main St	0.52	9700	G	98%	0%	1% 0%	0%	0%	С	0.089	F	0.615	10000	G	2003
~~~~~				From:		Greenway Ave									
11 S Main St	0.40	9800	G	98%	0%	1% 0%	0%	0%	F	0.087	F	0.604	10000	G	2003
11 Main St	0.41	10000	G	From: 98%	0%	Anderson St	0%	0%	F	0.081	F	0.511	11000	G	2003
Main St	0.41	10000	G	90 /0	0 70		0 70	0 /0	ı	0.001		0.511	11000	G	2003
11 Main St	1.19	19000	G	97%	0%	SR 16 1% 1%	1%	0%	С	0.085	F	0.501	20000	G	2003
				To:		SR 16 Commerce					-				
11 E Main St	0.20	18000	G	97%	0%	1% 1%	1%	0%	F	0.082	F	0.523	19000	G	2003
<u> </u>				To: From:		N Main St									
11 Main St	0.04	22000	G	96%	1%	Pendleton St 2% 0%	1%	0%	F	0.088	F	0.538	24000	G	2003
				To: From:		Staley St		1							
11 Main St	0.13	18000	G	96%	1%	2% 0%	1%	0%	F	0.084	F	0.502	19000	G	2003
<del>~</del>				To- From:		Park St									
11)	0.07	14000	G	96%	1%	2% 0%	1%	0%	F	0.089	F	0.583	15000	G	2003
C NAME OF	0.44	44000		From:	40/	Keller St	40/	-00/		0.000		0.54	40000		0000
(11) N Main St	0.41	11000	G	96% To:	1%	2% 0% ECL Marion	1%	0%	С	0.098	F	0.51	12000	G	2003
Smyth County															
~~~				From:	201	ECL Marion	10/	20/			_			_	
(11) Lee Highway	3.18	6900	G	96%	0%	2% 0%	1%	0%	F	0.111	F	0.64	7000	G	2003
11 Lee Highway	3.97	3900	G	From: 96%	0%	86-622 Atkins 2% 0%	1%	0%	F	0.094	F	0.543	3900	G	2003
11 Lee Highway	0.01	3300	•	To:	0 70	86-683	170		•	0.004	ı	0.040	3300	0	2000
11 Lee Highway	2.65	2900	G	96%	0%	2% 0%	1%	0%	С	0.090	F	0.634	3000	G	2003
				To:		Wythe County L	ine								
		4	_	From:	25.	Grayson County I		22:	-	0.000	-	0.0==	.=		606-
16 Sugar Grove Hwy	4.48	1500	G	89%	2%	4% 1%	3%	0%	F	0.090	F	0.675	1500	G	2003
16 Sugar Grove Hwy	1.38	1600	G	From: 89%	2%	86-676 4% 1%	3%	0%	F	0.089	F	0.627	1600	G	2003
16 Sugar Grove Hwy	1.30	1000		To:	∠ 70			0 /0	ı ⁻	0.008		0.021	1000		2003
(16)	9.25	3000	G	From: 89%	2%	86-601 Sugar Gre 4% 1%	3%	0%	F	0.091	F	0.67	3100	G	2003
			-	To		SCL Marion								-	

					Sı	myth Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Marion				. 1											
16 S Commerce Street	0.05	8800	G	89%	2%	I-81 4% 1%	3%	0%	F	0.091	F	0.582	9300	G	2003
16 S Commerce Street	0.68	8900	G	89%	2%	SR 217 4% 1%	3%	0%	F	0.091	F	0.521	9500	G	2003
16 (11) Main St	1.19	19000	G	97%	0%	US 11 Main S 1% 1%	1%	0%	С	0.085	F	0.501	20000	G	2003
16 Park Blvd	1.27	4300	G	98% To:	0%	US 11 Main S 1% 0% NCL Marion	0%	0%	С	0.091	F	0.594	4600	G	2003
Smyth County				I		TVCE IVIGION		Į.							
16 Park Blvd	0.59	2200	G	98%	0%	NCL Marion	1%	0%	С	0.081	F	0.7	2200	G	2003
<u>(16)</u>	1.93	1400	G	From: 98%	0%	86-617 North of M 1% 0%	arion 1%	0%	F	0.09	F	0.675	1500	G	2003
				To: From:	SR	348 Hungry Mother	r State Pk								
Buchanan Rd	9.43	610	G	96%	0%	1% 1% S SR 42	2%	0%	С	0.1	F	0.734	610	G	2003
16	0.32	570	G	96%	0%	1% 1% N SR 42	2%	0%	F	0.089	F	0.658	570	G	2003
16 Buchanan Hwy	2.96	190	G	96% To:	0%	1% 1% Tazewell County	2% Line	0%	F	0.11	F	0.609	190	G	2003
				From:		SR 91 Broadfor	rd								
(42)	2.91	770	G	95%	1%	1% 2% 86-630	1%	0%	F	0.158	F	0.516	780	G	2003
42 Bluegrass Trail	6.68	370	G	95%	1%	1% 2% SR 16 West Interse	1%	0%	С	0.098	F	0.55	380	G	2003
42 16	0.32	570	G	96%	0%	1% 1%	2%	0%	F	0.089	F	0.658	570	G	2003
(42) Old Wilderness Rd	8.29	230	G	92%	2%	SR 16 East Interse	4%	0%	F	0.12	F	0.639	240	G	2003
42				To:		Bland County Li	ine								
North				From:		Washington County									
81)	0.94	14000	G	76%	1%	1% 1%	21%	1%	F	0.067	F		14000	G	2003
Combine	ed Traffic:	30000	G	77%	1%	1% 1% SCL Chilhowi	19% e	1%	F	NA			31000	G	
Town of Chilhowie						~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	-								
North				From:		SCL Chilhowi									
81	0.11	14000	G	76%	1%	1% 1%	21%	1%	F	0.067	F		14000	G	2003
Combine	ed Traffic:	30000	G	77%	1%	1% 1%	19%	1%	F	NA			31000	G	
North				From:		SR 107									
81)	0.45	15000	G	76%	1%	1% 1%	21%	1%	F	0.074	F		15000	G	2003
Combine	ed Traffic:	29000	G	77% To:	1%	1% 1% NCL Chilhowi	19%	1%	F	NA			30000	G	
						NCL Chilnowi	e	J							
Smvth County North				From:		NCL Chilhowi	e	I							
81)	3.44	15000	G	76%	1%	1% 1%	21%	1%	F	0.074	F		15000	G	2003
	ed Traffic:	29000	G	77%	1%	1% 1%	19%	1%	F	NA			30000	G	
North				To: From:		US 11; 86-645	5								
North 81	4.07	15000	G	76%	1%	1% 1%	21%	1%	F	0.069	F		15000	G	2003
	ed Traffic:	30000	G	77%	1%	1% 1%	19%	1%	F	NA	•		30000	G	_000
				To:	. , 0	US 11									
North				From:			.		_		_			_	
81	1.03	14000	G	76%	1%	1% 1%	21%	1%	F	0.066	F		14000	G	2003
Combine	ed Traffic:	28000	G	77% To:	1%	1% 1% 86-730	19%	1%	F	NA			29000	G	
						00-730									

					0.	myth Mair										
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smyth County				From:		9,	6-730		1							
North 81	0.69	14000	G	76%	1%	1%	1%	21%	1%	F	0.063	F		15000	G	2003
01)	Combined Traffic:		G	77%	1%	1%	1%	19%	1%	F	NA	•		30000	G	
				To:	.,,		_ Marion	.0,0	.,,	•						
own of Marion																
North	0.00	44000	_	From:	40/		Marion	040/	40/	_	0.000	_		45000	0	2000
81	0.22	14000	G	76%	1%	1%	1%	21%	1%	F	0.063	F		15000	G	2003
	Combined Traffic:	29000	G	77% To:	1%	1% ECL	1% Marion	19%	1%	F	NA			30000	G	
myth County																
North				From:			Marion									
81)	0.28	14000	G	76%	1%	1%	1%	21%	1%	F	0.063	F		15000	G	2003
	Combined Traffic:	29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
				To-		SCL	Marion									
<u>Town of Marion</u> North				From:		SCL	Marion									
81)	0.27	14000	G	76%	1%	1%	1%	21%	1%	F	0.063	F		15000	G	2003
	Combined Traffic:	29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
				To		S	SR 16									
North	0.00	44000	_	From:	40/			040/	40/	_	0.000	_		14000	0	2002
81	0.68	14000	G	76%	1%	1%	1%	21%	1%	F	0.068	F		14000	G	2003
	Combined Traffic:	30000	G	77% To:	1%	1% NCI	1% Marion	19%	1%	F	NA			31000	G	
muth County				ı		TVCE	riturion									
myth County North				From:		NCL	Marion									
81)	1.41	14000	G	76%	1%	1%	1%	21%	1%	F	0.068	F		14000	G	2003
	Combined Traffic:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G	
1				To: From:		F	R-10									
North 81	2.99	13000	G	76%	1%	1%	1%	21%	1%	F	0.07	F		14000	G	2003
81)	Combined Traffic:		G	77%	1%	1%	1%	19%	1%	F	NA	•		27000	G	2000
	Combined Traine.	27000	·	77.70	1 /0			10 /0	1 70	'	IVA			27000	J	
North				From:			6-622									
81)	3.98	13000	G	76%	1%	1%	1%	21%	1%	F	0.068	F		14000	G	2003
\smile	Combined Traffic:	26000	G	77%	1%	1%	1%	19%	1%	F	NA			27000	G	
North				From:		86	6-683									
81)	2.80	13000	F	76%	1%	1%	1%	21%	1%	F	0.077	F		13000	F	2003
	Combined Traffic:	26000	F	77%	1%	1%	1%	19%	1%	F	NA			26000	F	
				To-		Wythe 0	County Li	ne								
South				From:		Washingto										
81)	0.92	16000	G	78%	1%	1%	1%	18%	1%	F	0.069	F		17000	G	2003
	Combined Traffic:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G	
				To:		SCL (Chilhowie									
Cown of Chilhowie				From:		SCI (Chilhowie		ı							
South 81	0.37	16000	G	78%	1%	1%	1%	18%	1%	F	0.069	F		17000	G	2003
01)	Combined Traffic:		G	77%	1%	1%	1%	19%	1%	F	NA			31000	G	
				To			R 107				-				-	
South		4	_	From:	401			4001	401	_	0.05:	_		.=		
81	0.15	14000	G	78%	1%	1%	1%	18%	1%	F	0.081	F		15000	G	2003
	Combined Traffic:	29000	G	77% To:	1%	1%	1% Chilhowie	19%	1%	F	NA			30000	G	
1.6						INCL (CIIIIIOWIE	,								
myth County South				From:		NCL (Chilhowie	;	I							
81)	3.72	14000	G	78%	1%	1%	1%	18%	1%	F	0.081	F		15000	G	2003
	Combined Traffic:		G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
			_	To:			S 11 S								-	

South						Sı	myth Ma	intenanc	e Area								
Sand Combined Traffic: Source S	Davita	ملاء مرم ا	AADT		4T:	Dua		Tru	ıck		- 00	K	OK	Dir	4 4 1 4 L	014/	V
Second S	Route	Length	AADI	QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW	Year
South Combined Traffic:	Smyth County																
South Combined Traffic: 2000 G 77% 1% 1% 1% 19% 19% 1% F NA 3000 G				_	<u> </u>						_		_			_	
South Combined Traffic 2900 G 78% 1% 1% 18% 18% 1% F 0.08 F 15000 G 2003	(81)												F				2003
South Combined Traffic: 2900 G 78% 19%	~	Combined Traffic:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G	
South Country South Combined Traffic: 29000 G 77% 1% 1% 1% 18% 18% 1% F 0.07 F 14000 G 2003	South				From:		U	JS 11 N		-							
Combined Traffic: 28000 G 77% 19		1 01	14000	G	78%	1%	1%	1%	18%	1%	F	0.07	F		14000	G	2003
South Combined Traffic: 2900 G 77% 196 1	01)												•				2000
South Combined Traffic: 2900 G 77% 1% 1% 1% 18% 1% 18% 1% F 0.086 F 15000 G 2003		Combined Traine.	20000	J	7770	1 /0			10 /0	170	•	IVA			23000	O	
Combined Traffic: 29000 G 77% 1% 1% 1% 19% 19% 1% F NA 30000 G	South				From:		:	86-730									
Transport Martina South Combined Traffic: 2900 G 77% 1% 1% 1% 1% 18% 1% F 0.086 F 1500 G 2003	(81)	0.66	15000	G		1%	1%	1%	18%	1%	F	0.086	F		15000	G	2003
Town of Martins		Combined Traffic:	29000	G	77 <u>%</u>	1%	1%	1%	19%	1%	F	NA			30000	G	
South					To:		WC	L Marion									
South Combined Traffic: 29000 G 78% 1% 1% 1% 1% 18% 1% F 0.086 F 15000 G 2003	Town of Marion																
Combined Traffic: 29000 G 77% 1% 1% 1% 19% 19% 19% F NA 30000 G				_	<u> </u>						_		_			_	
Smith County South Combined Traffic: 2000 G 79% 1% 1% 19%	(81)		15000	G								0.086	F		15000		2003
Suth County South Combined Traffic: 2900 G 78% 1% 1% 1% 18% 19% 1% F 0.086 F 15000 G 2003		Combined Traffic:	29000	G		1%			19%	1%	F	NA			30000	G	
South Sout					To:		EC	L Marion									
Combined Traffic: 29000 G 78% 1% 1% 1% 1% 18% 19% 19% 18 18 18 18 18 18 18 1	Smyth County				Erow-					1							
Combined Traffic: 29000 G 77% 1% 1% 1% 19% 19% 1% F NA 30000 G	South	0.05	15000	^	<u> </u>	40/			100/	40/	_	0.000	_		15000	0	2002
SCIL Marion Scouth Combined Traffic: 29000 G 78% 1% 1% 1% 1% 18% 1% 1%	81)												г				2003
Town of Marion South Sou		Combined Traffic:	29000	G		1%			19%	1%	F	NA			30000	G	
South Sout					10.		SC	L Marion		l l							
Combined Traffic: 2900 G 78% 1% 1% 1% 18% 1% F 0.086 F 15000 G 2003					From:		SC	I Marion		ı							
Combined Traffic: 2900		0.90	15000	G	<u> </u>	1%			18%	1%	F	0.086	F		15000	G	2003
South Combined Traffic: 30000 G 78% 1% 1% 1% 1% 18% 1% 1%	(61)												•				2000
South		Combined Trainc.	23000	G	- 1770	1 /0			1970	1 70	'	INA			30000	O	
Combined Traffic: 3000	South				From:			SR 16									
Combined Traffic: 30000 G 77% 1% 19% 1% 19% 1% 18 18 18 18 18 18 1	(81)	0.37	16000	G	78%	1%	1%	1%	18%	1%	F	0.078	F		16000	G	2003
South		Combined Traffic:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G	
South South South South South South South					To:		NC	L Marion									
South South South South South South South	Smyth County																
Combined Traffic: 3000																	
South Sout	(81)		16000	G		1%			18%	1%		0.078	F		16000	G	2003
South		Combined Traffic:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G	
South Sout	Courth				To:			US 11									
Combined Traffic: 27000 G 77% 1% 1% 1% 19% 1% F NA 27000 G		2 64	13000	G	78%	1%	1%	1%	18%	1%	F	0.08	F		13000	G	2003
South Sout	81)												•				2000
South		Combined Trainic.	21000	G	11 /0	1 /0			1970	1 /0		INA			27000	G	
Combined Traffic: 26000 G 77% 1% 1% 1% 19% 1% F NA 27000 G	South				From:			86-622									
Combined Traffic: 26000 G 77% 1% 1% 1% 19% 1% F NA 27000 G	(81)	4.22	13000	G	78%	1%	1%	1%	18%	1%	F	0.068	F		13000	G	2003
2.30 13000 F 78% 1% 1% 1% 18% 1% F 0.070 F 13000 F 2003		Combined Traffic:	26000	G	77%	1%	1%	1%	19%	1%	F	NA			27000	G	
2.30 13000 F 78% 1% 1% 1% 18% 1% F 0.070 F 13000 F 2003					To:			86-683		1							
Combined Traffic: 26000 F 77% 1% 1% 1% 19% 19% 19 F NA 26000 F Town of Saltville 91 0.52 3500 G 96% 0% 1% 19% 19% 0% C 0.081 F 0.565 3500 G 2003 Town of Saltville 91 1.15 2600 G 94% 1% 3% 2% 1% 0% C 0.086 F 0.515 2600 G 2003 1.15 2600 G 94% 1% 3% 2% 19 0% F 0.092 F 0.555 8700 G 2003 1.15 2600 G 94% 1% 18 3% 2% 19 0% C 0.091 F 0.633 3000 G 2003	South	2.25	40000	_		401			4001	401	_	0.0=0	_		40000	_	0000
Town of Saltville	(81)												F				2003
91 0.52 3500 G 96% 0% 1% 1% 1% 0% C 0.081 F 0.565 3500 G 2003	<u> </u>	Combined Traffic:	26000	F		1%				1%	F	NA			26000	F	
91 0.52 3500 G 96% 0% 1% 1% 1% 0% C 0.081 F 0.565 3500 G 2003 Smyth County Line Front Washington County Line 91					10:		Wythe	County Li	ne	J							
91 0.52 3500 G 96% 0% 1% 1% 1% 0% C 0.081 F 0.565 3500 G 2003 Smyth County Line Washington County Line Washington County Line 91	Town of Saltville				From:		****	I C. L. '''		,							
Smyth County Line Washington County Line		0.50	2500	•	<u> </u>	Λ0/				00/	_	0.004	_	0 565	2500	_	2002
91 1.15 2600 G 94% 1% 3% 2% 1% 0% C 0.086 F 0.515 2600 G 2003 Second	91)	0.52	3500	G	90% To:	U%				υ%	C	0.081	г	0.000	3300	G	2003
91 1.15 2600 G 94% 1% 3% 2% 1% 0% C 0.086 F 0.515 2600 G 2003 Solution Palmer Ave Palmer					From:					1							
91 0.26 8600 G 94% 1% 3% 2% 1% 0% F 0.092 F 0.555 8700 G 2003 SR 107 91	91	1.15	2600	G	94%	1%				0%	С	0.086	F	0.515	2600	G	2003
91 0.26 8600 G 94% 1% 3% 2% 1% 0% F 0.092 F 0.555 8700 G 2003 SR 107 S		0		_		. , •			. , •		•		•	2.3.0	_000	-	
91) 1.96 2900 G 97% 1% 1% 1% 0% C 0.091 F 0.633 3000 G 2003		0.00	0000			40/			40/	00/		0.000		0.555	0700	^	2000
(91) 1.96 2900 G 97 <u>% 1% 1% 1% 1% 0%</u> C 0.091 F 0.633 3000 G 2003	91)	0.26	8600	G	94%	1%	3%	2%	1%	U%	۲	0.092	۲	0.555	8700	G	2003
						•			•								
To: NCL Saltville	(91)	1.96	2900	G		1%			1%	0%	С	0.091	F	0.633	3000	G	2003
					To:		NC	L Saltville									

				O	,	00								
Length	AADT	QA	4Tire	Bus				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
			From:		NCL C-Icill									
0.17	2900	N	97%	1%		1%	0%	N	0.091	N	0.633	3000	N	2003
4.66	1500	G	From: 97%	1%	86-633 1% 1%	1%	0%	F	0.094	F	0.622	1500	G	2003
			To: From:		SR 42 Broadford									
0.54	590	G	97% To:	1%			0%	F	0.096	F	0.707	600	G	2003
0.32	11000	G	89%	1%		5%	0%	С	0.079	F	0.562	11000	G	2003
			From:	221	US 11	201								
0.79	5500	G	94% To:	0%	1% 2% NCL Chilhowie	3%	0%	С	0.079	F	0.633	5600	G	2003
4.62	5500	N		0%		3%	O%	NI	0 0 7 0	N	0 633	5600	N	2003
4.02	5500	IN	94 76 To:	070	SCL Saltville	370	076	IN	0.079	IN	0.033	3000	IN	2003
			From:		CCI C-14-:11-									
2 66	4500	G		1%		1%	0%	С	0.098	F	0 581	4600	G	2003
			To	.,,	SR 91	.,,	7,0		0.000	•	0.00.			
2.20	4400	•		00/	Dead End	00/	00/	0	0.450	_	0.007	1200	0	2002
2.20	1100	G	99 % To:	0%		J%	0%	C	0.156	Г	0.627	1200	G	2003
					Sit 10									
			From:											
5.17	140	G	97%	1%	2% 0%	1%	0%	F	0.126	F	0.585	140	G	2003
			To: From:		86-603 SOUTH		-							
0.08	910	G	97%	1%	2% 0%	1%	0%	F	0.101	F	0.5	920	G	2003
			To: From:		86-603 NORTH									
6.09	590	G							0.094	F	0.555	600	G	2003
			To: From:		86-604 SOUTH		-							
0.34	1200	R							NA			NA		1998
4.47	1000	_	From:		86-604 NORTH									4000
1.17	1600	ĸ							NA			NA		1998
0.07	2200	_	From:		86-605 WEST				NIA			NIA		4000
0.27	2300	ĸ							NA			NA		1998
0.00	2200	-	From:	10/			00/		0.000		0.741	2200		2003
0.00	2200	G	9170	1 70		1 70	0%	C	0.069	Г	0.741	2200	G	2003
0.41	970	G	From: 97%	1%		1%	0%	F	0.103	F	0.729	980	G	2003
			To:											
		_	From:		00 000				NA			NA		1998
1.26	330	ĸ												
1.26	330	К	To:		86-762 NORTH									
			From:		Grayson County Line									
2.70	330	G		2%	Grayson County Line	1%	0%	С	0.103	F	0.639	340	G	2003
2.70	330	G	95%		Grayson County Line 2% 0% 86-676 EAST	1%								
			95%	2%	Grayson County Line 2% 0% 86-676 EAST		0%	C F	0.103	F F	0.639	340 850	G G	
2.70	330 840	G G	95% Ta- From: 95% Ta- From: From:	2%	Grayson County Line 2% 0% 86-676 EAST 2% 0% SR 16 EAST	1% 1%	0%	F	0.094	F	0.611	850	G	2003
2.70	330	G	95% To- From: 95%		Grayson County Line 2% 0% 86-676 EAST 2% 0% SR 16 EAST	1%								2003
2.70	330 840	G G	95% Ta- From: 95% Ta- From: From:	2%	Grayson County Line 2% 0% 86-676 EAST 2% 0% SR 16 EAST 2% 0% 86-674	1% 1%	0%	F	0.094	F	0.611	850	G	2003 2003 2003 2003
	0.17 4.66 0.54 0.32 0.79 4.62 2.66 2.20 5.17 0.08 6.09 0.34 1.17 0.27 0.88 0.41	4.66 1500 0.54 590 0.32 11000 0.79 5500 4.62 5500 2.66 4500 5.17 140 0.08 910 6.09 590 0.34 1200 1.17 1600 0.27 2300 0.88 2200 0.41 970	0.17 2900 N 4.66 1500 G 0.54 590 G 0.32 11000 G 0.79 5500 G 4.62 5500 N 2.66 4500 G 2.20 1100 G 5.17 140 G 0.08 910 G 0.08 910 G 0.34 1200 R 1.17 1600 R 0.27 2300 R 0.88 2200 G 0.41 970 G	0.17 2900 N 97% 4.66 1500 G 97% 0.54 590 G 97% 0.32 11000 G 89% 0.79 5500 G 94% 10	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus Bus Truck 2Axle 3+Axle 1	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1Trail 2Trail	Length AADT QA 4Tire Bus Size State Truck 2Trail 2Trail 2Trail	Length AADT QA 4Tire Bus Truck CAxie 3+Axie 1Trail 2Trail 2Tra	Length AADT QA 4Tire Bus Bus Truck	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK Dir Factor	Color	Length AADT QA 4Tire Bus Fruct Bus Truck CAdde 347Ade 1Trail 2Trail CC Rector CAdde 347Ade 1Trail CC Rector CADDE CA

					اد	myth Maintenand									
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smyth County				From:		86-670									
601)	0.30	110	R			80-070				NA			NA		1998
	0.50			To: From:		86-719				NΙΔ			NIA		00/05/0004
601)	0.50	60	R							NA			NA		06/25/2001
601)	3.40	20	R	From:		0.50 MN 86-71	9			NA			NA		06/25/2001
				From:		3.90 MN 86-71	9								1000
601)	1.20	300	R	_						NA			NA		1998
(601)	0.20	780	R	From:		86-671				NA			NA		1998
601)	0.20		• • • • • • • • • • • • • • • • • • • •	To:		SR 16 WEST				10.					1000
_				From:		86-617									
602	1.80	140	R	_						NA			NA		06/04/2001
				To:		86-617									
	1.64	650	G	97%	0%	Washington County 2% 0%	Line 1%	0%	С	0.091	F	0.537	660	G	2003
603	1.04	650	G	31 /0 Tn:	0 /0	86-600 West	1 /0	0 70	C	0.091		0.557	000	G	2003
\bigcirc				From:		86-600 East									
603)	4.76	260	G	97% To:	0%	2% 0%	1%	0%	F	0.095	F	0.633	260	G	2003
				From:		Grayson County I									
604)	1.30	400	R	r roin.		Washington County	Line			NA			NA		1998
604)	1.00		••	To		96.606							10.		1000
604)	0.80	720	G	From: 96%	1%	86-606 2% 0%	1%	0%	С	0.094	F	0.594	730	G	2003
604)	0.00			To	. , ,	86-721	.,,			0.00	•	0.00			
604)	0.50	680	R	From:		80-721				NA			NA		1998
001)				To:		86-600 SOUTI									
	F 20	650	_	From:		86-600 NORTI	I			NIA			NIA		4000
604)	5.30	650	R	To:		Smyth County L	ine	1		NA			NA		1998
				From:		Washington County		1							
605)	0.56	430	R			washington County	Line			NA			NA		1998
				To:		86-649 EAST									
605	1.30	640	R	From:		00 017 23151				NA			NA		1998
				To:		86-600 WEST	•								
(605)	1.70	150	R	From:		86-600				NA			NA		06/25/2001
(605)	1.70	100		To:		86-645				14/4			IVA		00/25/2001
				From:		86-604		1							
(606)	1.90	290	R							NA			NA		1998
$\bigcup_{i=1}^{n}$				To: From:		86-649									
606	0.80	200	R	Troin.						NA			NA		1998
				To: From:		86-605									
606	0.70	60	R							NA			NA		06/28/2001
				To:		Washington County									
<u> </u>	4.00	220	Б	From:		Washington County	Line			NIA			NIA		4000
607	1.20	220	R	_						NA			NA		1998
	0.45	2100	G	From: 97%	0%	86-649 1% 1%	1%	Λ0/	С	0.084	F	0.609	2200	G	2003
607	0.45	2100	G	97% To:	U%	1% 1% 86-762	170	0%	C	0.084	Г	0.009	2200	G	2003
				From:		Washington County	Line	1							
608)	0.90	510	R	<u> </u>		womington Coulity				NA			NA		1998
				To:		SCL Chilhowi	e								

					Si	myth Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Chilhowie				From:		CCI Chille		1							
(608)	0.30	510	N			SCL Chilhow	ie			NA			NA		1998
				To:		86-762									
Smyth County				From:		Washington Count	v Line								
(609)	1.80	510	R			w ashington Count	y Line		l	NA			NA		1998
				To: From:		SR 107									
609 Fraizer Lane	0.50	100	G	95% To:	0%	2% 0% 86-774 NORT	3%	0%	С	0.101	F	0.546	100	G	2003
				From:		86-774 SOUT									
(609)	0.80	70	R	To:		Dead End				NA			NA		06/28/2001
				From:		SCL SALTVIL	LE								
(610) Old Quarry Rd	0.40	1300	G	95%	0%	1% 3%	1%	0%	F	0.083	F	0.584	1300	G	2003
<u> </u>				To: From:		86-696									
610 Old Quarry Rd	0.90	1300	G	95%	0%	1% 3%	1%	0%	С	0.084	F	0.598	1300	G	2003
(610) Valley Dr	2.03	1700	G	From: 95%	0%	SR 107 1% 3%	1%	0%	F	0.091	F	0.67	1700	G	2003
610) Valley DI	2.03	1700	3	33 70 To:	0 70	86-723	1 70	0 70	'	0.031	'	0.07	1700	0	2003
(610) Valley Dr	1.85	1100	G	95%	0%	1% 3%	1%	0%	F	0.089	F	0.642	1200	G	2003
				To- From:		86-741									
(610) Valley Dr	0.85	750	G	95%	0%	1% 3%	1%	0%	F	0.094	F	0.645	760	G	2003
<u> </u>				From:		86-633									
610	2.40	580	G	95%	0%	1% 3%	1%	0%	F	0.090	F	0.547	590	G	2003
610	7.50	190	R	From:		86-630				NA			NA		1998
610				To:		SR 16 WEST									
610	2.00	200	R	From:		SR 16 EAST				NA			NA		1998
010				To:		86-716									
(610)	3.80	30	R	From:						NA			NA		06/04/2001
				To: From:		86-622 SOUT 86-622 NORT									
(610)	3.90	100	R	_						NA			NA		1998
				To:		Bland County L									
(611)	0.60	250	R	From:		Washington Count	y Line			NA			NA		1998
(011)				To:		WCL SALTVII	LE								
				From:		86-614									1000
612	5.20	320	R	To:		Wythe County I	ine			NA			NA		1998
Wythe County							-	l l							
	0.10	320	N	From:		Wythe County I	Line			NA			NA		1998
(612)	0.10	320	N	To:		86-678; 98-61	2			INA			INA		1990
Smyth County															
	1.42	1300	G	98%	0%	Washington Count 1% 0%	y Line 1%	0%	С	0.086	F	0.614	1300	G	2003
613	1.74			To		86-634	170	370)	0.000	'	0.017	.500		2000
613)	0.24	1200	R	From:					_	NA			NA		1998
				To: From:		86-698									
613	0.44	760	R	_						NA			NA		1998
	1.00	420	R	From:		86-747				NΙΛ			NA		1000
613)	1.09	430	ĸ	To:		86-667				NA			NA		1998
				-											

				Sr											
Length	AADT	QA	4Tire	Bus				2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
										. acto.					
1.51	330	R	From:		8	6-667				NA			NA		1998
			To		8	6-633									
			From:												
2.40	710	G	95%	0%		0%	2%	0%	F	0.087	F	0.561	720	G	2003
5.60	410	G	95% To:	0%	3%	0%	2% gs Rd	0%	С	0.090	F	0.651	420	G	2003
0.10	50	R	From:		De	ead End				NA			NA		06/04/2001
			To: From:		0.10 M	E Dead E	nd								
0.11	200	R								NA			NA		1998
			To: From:												
1.80	410	R			05	T WEST				NA			NA		1998
			To: From:		8	6-708									
3.17	180	R								NA			NA		1998
0.40	700	G	From:	00/			00/	00/		0.004		0.021	710		2003
0.40	700	<u> </u>	To	0%			0%	0%	C	0.094		0.631	710	G	2003
1.30	510	R	From:			0 010				NA			NA		1998
			To:		Wythe	County Li	ne								
			From:												
0.80	280	G	98% To:	0%				0%	С	0.090	F	0.52	280	G	2003
					11 yane	county E									
			From:												
0.20	280	N	98% To:	0%			0%	0%	N	0.090	N	0.52	280	N	2003
			From:		S	R 107									
2.60	410	R	_							NA			NA		1998
0.08	880	ь	From:		8	6-637				NΙΔ			NΔ		1998
9.90	000	IX	To:			0.005				INA			INA		1990
0.52	1000	R	From:			0-003				NA			NA		1998
			To:												
3 40	490	R	From:		SR	16 EAST				NΔ			NΔ		1998
0.10			To:		86-689 (Gap Termi	nus						10.		1000
0.50	40	_	From:		Dead End	Gap Terr	ninus			NIA			NIA		00/04/0004
0.50	40	к	To:		86-62	2 SOUTH	ſ			NA			NΑ		06/04/2001
			From:												
4.40	210	R	_							NA			NA		1998
0.00	400		From:	•	8	6-785				ALA			NIA		4000
0.22	160	ĸ	Te-			V. (92				NA			NΑ		1998
2.31	240	R	From:		8	0-083				NA			NA		06/04/2001
			To:		Wythe	County Li	ne								
0	400	_	From:		De	ead End				A.1.6					4000
0.41	130	R	To:			SR 16				NA			NA		1998
			From:					<u>_</u>							
2.50	20	R	<u> </u>		c	W-010				NA			NA		06/04/2001
			To:		Ś	SR 42									
	1.51 2.40 5.60 0.10 0.11 1.80 3.17 0.40 1.30 0.80 0.20 2.60 9.98 0.52 3.40 0.50 4.40 0.22 2.31 0.41	2.40 710 5.60 410 0.10 50 0.11 200 1.80 410 3.17 180 0.40 700 1.30 510 0.80 280 0.20 280 2.60 410 9.98 880 0.52 1000 3.40 490 0.50 40 4.40 210 0.22 160 2.31 240	1.51 330 R 2.40 710 G 5.60 410 G 0.10 50 R 0.11 200 R 1.80 410 R 3.17 180 R 0.40 700 G 1.30 510 R 0.80 280 G 0.20 280 N 2.60 410 R 9.98 880 R 0.52 1000 R 3.40 490 R 4.40 210 R 0.22 160 R 0.21 130 R	1.51 330 R Tro 2.40 710 G 95%	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus 2Axle	Length AADT QA 4Tire Bus True 2Axle 3+Axle	1.51 330 R	Length AADT QA 4Tire Bus Bus Truck 2Axle 3+Axle 1Trail 2Trail 2Trail 330 R	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1Trail 2Trail QC	Length AADT QA 4Tire Bus	Length AADT QA	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus 2Axid 3+Avid 1Trail 2Trail QC Factor QK Factor AAWDT	Length AADT QA

					Smyth Maintenance Area		.,	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(· ()k	Dir Ctor AAWDT QW	Year
Smyth County				From:	SR 42	1		
620	4.50	160	R		53.12	NA	NA	1998
				To: From:	86-622 WEST]		
620	0.60	60	R			NA	NA	1998
	0.50	50		From:	86-622 EAST]	NIA	4004
620	0.50	50	R	To:	Dead End	NA 1	NA	1991
				From:	SR 42			
621)	2.85	120	R			NA	NA	1998
				From:	86-754]		
621)	0.30	30	R	To:	Dead End	NA 1	NA	06/04/2001
				From:	SR 16			
622	0.04	130	R		5K 10	NA NA	NA	1998
				To:	0.04 MN SR 16]		
622	2.90	270	R	rioni.		NA	NA	06/11/2001
				From:	86-686 SOUTH]		
622	0.20	350	R			NA	NA	1998
	0.70	C20		From:	86-686 NORTH]—————————————————————————————————————	NIA	4000
622	0.70	630	R			NA .	NA	1998
(622)	1.02	1200	R	From:	86-688	NA	NA	1998
622	1.02	1200		To:	US 11 EAST	1	101	1000
	0.05	2200	,	From:	US 11 WEST) NA	NIA	4000
622	0.65	2200	R		0.5 ==0	NA	NA	1998
(622)	2.65	630	R	From:	86-778	NA	NA	1998
622				To:	86-694	1		
622	6.30	120	R	From:	00-02 -1	NA NA	NA	1998
				To: From:	86-620 WEST			
622	2.80	80	R	FIOIII.	86-620 EAST	J NA	NA	1998
022				To:	SR 42	1		
				From:	SR 42			
623	0.60	70	R	To:	Dead End	NA T	NA	06/07/2001
				From:	Dead End			
624	0.43	10	R		Dead Elid	NA	NA	06/07/2001
				To:	0.43 ME Dead End]		
624	0.87	120	R	rioni.		NA	NA	1998
				To: From:	86-629]		
624)	2.70	150	R	To:	SR 16 WEST	NA T	NA	1998
				From:	SR 16 WEST SR 16 EAST			
624)	0.10	120	R			NA	NA	1998
				To: From:	86-687]		
624)	1.60	30	R	To:	SR 42	NA 1	NA	06/07/2001
				From:	US 11	4		
625)	0.07	230	R	<u> </u>	00 11	NA	NA	1998
				To:	86-686			
\bigcirc	0.46	4=4	_	From:	US 11		N14	00/04/0004
626	0.40	170	R	To:	Dead End	NA T	NA	06/04/2001
				1	Doug Ling			

					SI	myth Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smyth County				From:		Dead End									
627)	0.20	3	R	To:		0.5.500				NA			NA		06/07/2001
				From:		86-628		1							
628	0.90	70	R	rioni.		SR 42				NA			NA		06/07/200
029				To:		Dead End									
\bigcirc	- 10		_	From:		86-610									1000
629	3.10	250	R	To:		SR 42				NA			NA		1998
				From:		86-610									
630	1.80	500	G	89%	6%	4% 1%	1%	0%	F	0.11	F	0.622	510	G	2003
				To: From:		86-631		<u></u>							
630	0.97	610	G	89% To:	6%	4% 1%	1%	0%	С	0.164	F	0.594	620	G	2003
				From:		SR 42 EAST SR 42 WEST									
630	0.80	40	R	_						NA			NA		06/07/200
				To:		Dead End									
(621)	1.60	80	R	From:		86-610				NA			NA		06/09/200
631)			.`	To:		86-630									00/00/200
				From:		SR 91									
632	1.00	420	R							NA			NA		1998
	0.45	400		To: From:		1.00 ME SR 9	1								00/07/000
632	2.45	120	R							NA			NA		06/07/200
	0.04	110	R	From:		3.45 ME SR 9	1			NA			NA		1995
632	0.04	110	IX.	To:		86-633				INA			INA		1995
_				From:		86-610									
633	1.90	150	R							NA			NA		1998
				From:		86-723					_				
633	0.68	550	G	97%	0%	2% 0%	1%	0%	F	0.095	F	0.636	550	G	2003
	0.50	570	G	From: 97%	0%	86-632 2% 0%	1%	0%	С	0.097	F	0.561	580	G	2003
633)	0.50	5/0	G	97 % To:	0%	2% 0% SR 91 EAST		0%	C	0.097	Г	0.561	360	G	2003
\bigcirc				From:		SR 91 MID									1000
633	3.20	990	R	To:		SR 91 WEST	,			NA			NA		1998
				From:		NCL SALTVIL		1							
634)	0.25	3200	G	97%	0%	1% 1%	1%	0%	С	0.081	F	0.610	3200	G	2003
				To: From:		86-613		-							
634	0.70	740	R							NA			NA		1998
				To: From:		86-733 NORT	Н								
634)	0.10	240	R							NA			NA		1998
	0.30	450		To: From:		0.10 MN 86-73	3 N			NΙΛ			NIA		06/07/200
634)	0.30	150	R	To:		Dead End				NA			NA		06/07/200
				From:		ECL SALTVIL	LE	ĺ							
635)	2.90	430	R							NA			NA		1998
				To:		86-610									
<u> </u>	0.45	70	В	From:		86-610				NIA			NIA		06/07/202
636)	0.45	70	R	To:		Dead End				NA			NA		06/07/200
				From:		86-774									
637)	1.10	980	G	95%	1%	4% 1%	0%	0%	F	0.114	F	0.664	990	G	2003
				To:		86-638									

					51	myth Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smvth Countv				From:											
(637) Carlock Creek Rd	1.40	770	G	95%	1%	86-638 4% 1%	0%	0%	С	0.123	F	0.819	780	G	2003
				To		86-617									
620	0.80	230	R	From:		86-645				NA			NA		06/25/2001
638)	0.00			To:		86-648									00/20/200
638)	0.80	60	R	From:		00 010				NA			NA		1998
				To: From:		86-647 SOUT	Н	-							
638	2.52	390	R	To:		US 11 WEST	,	1		NA			NA		1998
\bigcirc			_	From:		US 11 EAST									
638	0.40	2000	R					-		NA			NA		1995
(638)	1.60	1100	R	From:		86-644				NA			NA		1998
(036)	1.00			To:		86-637									1000
Town of Chilhowie				From:		110 11		1							
639	0.18	1200	R	FIOIII.		US 11				NA			NA		1998
				To: From:		86-731									
639	0.30	1100	R	rioin:						NA			NA		1998
				To: From:		86-640									
639	0.40	370	R	To:		SR 107				NA			NA		1998
				From:		86-639									
640)	0.34	590	R							NA			NA		1998
				To: From:		86-736									
640	0.16	190	R	To:		Dead End				NA			NA		1998
Smyth County						Dead End		<u> </u>							
	1.10		_	From:		86-642									1000
(641)	1.10	630	R	To		86-644		1		NA			NA		1998
				From:		US 11 WEST	,								
642	1.15	560	R	To:		TIG 11 F AGE		i		NA			NA		1998
				From:		US 11 EAST 86-642									
(643)	1.90	290	R			00-042				NA			NA		1998
				To:		86-645									
644	2.00	490	R	From:		86-638				NA			NA		1998
644)	2.00			To:		86-641		1.		147 (147.		1000
644)	1.20	310	R	From:		00 0.1				NA			NA		1998
				From:		1.20 ME 86-64	1	}							
644)	1.20	120	R	To:		86-645		1		NA			NA		06/11/2001
				From:		86-604		1							
645)	2.03	730	R	<u> </u>						NA			NA		1998
				To: From:		86-660 EAST 86-660 WEST									
645)	0.40	570	R	<u> </u>		20 000 HEB1				NA			NA		1998
				To- From:		86-638									
645	3.45	1300	R	_						NA			NA		1998
	0.20	2600	R	From:		86-657				NA			NA		1998
645)	0.28	2600		To:		US 11 SOUTI	<u> </u>			INA					1990
				-		-		-							

					U	myun wamte										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smyth County				From:		US 11;	FR-4		1							
645)	5.01	1000	R			0011,					NA			NA		1998
				To: From:		86-664 V	VEST		\Box \vdash							
645)	2.44	300	R	_							NA			NA		1998
(GAE)	0.40	690	G	From: 98%	0%	86-665 V 1% C		% 0'		F	0.089	F	0.586	700	G	2003
645				To:		86-665 I			 —	•	0.000	•	0.000			
645)	0.90	1100	G	98%	0%			% 0'	%	С	0.09	F	0.589	1200	G	2003
				To: From:		86-10										
645)	0.08	2000	G	98% To:	0%	1% C WCL MA)% 1	% 0'	%	F	0.094	F	0.574	2000	G	2003
				From:		86-63										
646	0.90	60	R			80-0.	00				NA			NA		06/28/200
				To:		86-64	15									
\bigcirc	4.00			From:		86-60	00									4000
647)	1.08	380	R	_					_		NA			NA		1998
647	0.72	270	R	From:		86-73	39				NA			NA		06/28/200
647)	0.72	0	.,	To:		86-638 V	VEST									00/20/200
\bigcirc	0.00	040	-	From:		86-638 E	EAST				NIA			NIA		4000
647)	0.60	210	R	To:		86-64	15		_		NA			NA		1998
				From:		86-70			+							
648)	0.60	330	R	<u> </u>		80-70)2				NA			NA		06/28/200
				To-		86-647 V										
649)	0.40	310	R	From:		86-647 E	EAST				NA			NA		1998
648	0.10	0.0		To		86-63	10				107					1000
648)	2.50	510	R	From:		80-0.	00				NA			NA		1998
				To:		86-660 N										
	1.52	140	R	From:		86-660 S0	OUTH				NA			NA		1998
648)	1.02	140		To:		Smyth Cou	nty Line				IVA			INA		1330
				From:		86-60										
649)	0.60	320	R	_							NA			NA		1998
				To: From:		86-605 V 86-605 E			_							
649)	0.92	880	R	L		00-003 1	2101				NA			NA		1998
				To		86-76	52		\neg \vdash							
649	2.00	1000	G	98%	0%)% 0	% 0'	%	С	0.102	F	0.713	1000	G	2003
				To:		86-60)7									
\bigcirc	5.00	45	-	From:		SR 1	6				NIA			NIA		00/05/00/
650	5.20	45	R								NA			NA		06/25/200
	3.40	600	G	From: 96%	1%	86-67 2 % 1	70 % 1	% 0'		F	0.099	F	0.551	600	G	2003
650	3.40	000	G	90 /0	1 /0			/0 U	/0 	•	0.099		0.551	000	G	2003
650) South Fork Rd	1.10	1300	G	96%	1%	86-72 2 % 1	20 % 1	% 0'		С	0.089	F	0.595	1300	G	2003
650 South Fork Rd				To:	. 70	86-65		0	 —							
650	1.05	1000	R	From:		80-03) [NA			NA		1998
		-		To:		86-65	58									
650	1.65	400	R	From:		00-00					NA			NA		1998
				To:		86-66	50									
\bigcirc			_	From:		86-60)5									
651)	0.20	50	R	To		86-64	15				NA			NA		06/25/200
						80-64	tJ.									

					S	myth Maintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smyth County				From:		Dead End									
652)	0.50	60	R	<u> </u>		Dead End				NA			NA		06/25/200
				To		86-605									
\sim				From:		86-604									
653	0.96	90	R	To:		86-645 EAST				NA			NA		06/25/200
				From:		86-645 WEST									
653	1.40	70	R	_						NA			NA		06/25/200
				To:		86-648 WEST									
251	1.00	320	R	From:		86-604				NA			NA		1998
654)	1.00	320	K	To:		86-655		1		INA			INA		1990
				From:		86-656 SOUTH	[1							
655	1.40	190	R							NA			NA		06/25/20
				To:		86-654									
655	1.00	300	R							NA			NA		1998
				To:		86-656 NORTH	[
	1.60	470	ь.	From:		86-650 EAST				NIA			NIA		1000
656	1.60	170	R	_						NA			NA		1998
050	1.50	680	R	From:		86-668				NA			NA		1998
656	1.50	000	K	т		06.655.100.000				INA			INA		1990
656	0.50	1000	R	From:		86-655 NORTH	ļ.			NA			NA		1998
000)	0.00			To:		86-650 WEST									
	0.05	50	_	From:		86-650 MID				NIA			NIA		1001
656	0.05	50	R							NA			NA		1991
	0.25	40	R	From:		0.05 MN 86-650 M	1ID			NA			NA		06/26/20
656	0.23	40	K	To:		86-657				INA			INA		00/20/200
				From:		86-650		1							
657) Thomas Bidge Rd	2.00	2500	G	97%	0%	1% 0%	1%	0%	С	0.084	F	0.679	2500	G	2003
				To: From:		86-660 EAST									
657)	2.50	890	R			86-660 WEST				NA			NA		1998
001)				To:		86-645									
				From:		86-650									
658	0.55	300	R							NA			NA		1998
				From:		86-657									
(658)	1.66	580	G	98%	1%	1% 0%	0%	0%	F	0.122	F	0.588	590	G	2003
(658) (658) (658)	0.05	000		From:	407	86-702	007	001		0.400	_	0.00	0.10		0000
(658)	3.35	930	G	98%	1%	1% 0%	0%	0%	С	0.108	F	0.68	940	G	2003
(F)	1.50	1200	G	From: 98%	1%	SCL MARION 1% 0%	0%	0%	F	0.094	F	0.605	1200	G	2003
(658)	1.50	1200	3	90 70 To:	1 /0	86-655	U /0	0 /0		0.034	ı	0.000	1200	G	2003
				From:		86-665									
658	1.52	230	R							NA			NA		1998
		446		From:		86-664 EAST				h					1000
658	1.41	140	R	To:		86-645				NA			NA		1998
				From:		86-660									
659	0.50	920	G	98%	0%	1% 0%	0%	0%	С	0.097	F	0.564	930	G	2003
				To:		86-1115									
659	0.20	800	G	98%	0%	1% 0%	0%	0%	F	0.094	F	0.627	810	G	2003
				To		86-665									
659	2.50	570	R	From:		00.003				NA			NA		1998
				To:		86-645 EAST									

Route	Length	AADT	QA	4Tire	Bus	1 2Axle 3+Ax	ruck le 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smvth County				From:		86-645 WES		ī							
659	1.80	400	R						1	NA			NA		1998
				From:		86-617 SOU' 86-617 NOR									
659	0.70	50	R						I	NA			NA		06/11/2001
				To: From:		Dead End									
660	0.26	190	R			Dead End				NA			NA		1998
				To: From:		US 11 EAS	T	ļ							
660	0.16	1400	G	98%	0%	1% 1%	0%	0%	F	0.106	F	0.669	1400	G	2003
660	0.93	1200	G	From: 98%	0%	86-659 1% 1%	0%	0%	С	0.118	F	0.58	1200	G	2003
				To: From:		FR-5 US 11 WEST;	ED 6								
(660) AD Wolf Rd	0.56	5300	G	96%	0%	2% 1%	1%	0%	С	0.084	F	0.673	5400	G	2003
O AD WAIS DA	4.40	4700		From:	00/	86-749	40/	00/	-	0.000	_	0.700	4000		0000
660 AD Wolf Rd	1.10	4700	G	96%	0%	2% 1%	1%	0%	F	0.083	F	0.700	4800	G	2003
660)	0.51	2500	G	From: 96%	0%	86-657 EAS 2% 1%		0%	F	0.085	F	0.66	2600	G	2003
(000)				To		86-661	.,,				•				
(660) Riverside Rd	0.25	2300	G	96%	0%	2% 1%	1%	0%	F	0.086	F	0.617	2400	G	2003
O Disconside Del	0.00	000		From:	00/	86-718	40/	00/	-	0.000		0.500	040		0000
660) Riverside Rd	0.86	800	G	96%	0%	2% 1% 86-648 EAS	1%	0%	F	0.096	F	0.586	810	G	2003
660) Riverside Rd	1.08	690	G	96%	0%	2% 1%		0%	F	0.096	F	0.577	700	G	2003
	4.07	020		From:	00/	86-648 WES		00/	_	0.400	_	0.505	040		2002
(660)	1.87	930	G	96%	0%	2% 1%	1%	0%	F	0.106	F	0.565	940	G	2003
660	1.57	580	R	From:		86-600				NA			NA		1998
				To:		86-649									
	1.39	170	R	From:		Dead End				NA			NA		06/25/2001
661)	1.59	170	K	To		1.39 ME Dead	End			INA			INA		00/23/2001
(661)	0.11	380	R	From:		1.39 ME Dead	Enq			NA			NA		06/25/2001
				To:		86-660									
600	1.30	280	R	From:		86-660				NA			NA		1998
(662)	1.00	200		To:		86-707				INA			14/3		1550
$\widehat{}$				From:		86-656									
663	0.40	380	R						•	NA			NA		1998
600	0.70	720	R	From:		86-720				NA			NA		1998
663	0.70	120	IX.	To:		86-650				INA			INA		1990
				From:		Dead End									
(664)	0.50	60	R							NA			NA		06/11/2001
	0.40	440		From:		0.50 MS Dead	End			NIA			NIA		00/44/0004
(664)	0.40	110	R	To:		86-659 WES	ST	1	ĺ	NA			NA		06/11/2001
\bigcirc			_	From:		86-659 EAS									001111555
(664)	0.40	50	R						i	NA			NA		06/11/2001
(66A)	0.50	30	R	From:		0.40 MS 86-669	EAST	ŀ		NA			NA		06/11/2001
(664)	0.50			To:		86-658 EAS				14/7			11/7		30/11/2001
	0.90	70	R	From:		86-658 WES	ST			NA			NA		06/11/2001
664)	0.90	70	ĸ	To:		86-645 SOU	TYL		i	NA			INA		00/11/2001

					S	myth Mai	intenance	e Area								
Route	Length	AADT	QA	4Tire	e Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smvth County				From:		86-64	15 NORTH		ı							
664)	0.90	150	R	_							NA			NA		06/11/200
				To:			86-617									
	0.80	520	G	From: 97%	0%	2%	36-659 0 %	1%	0%	С	0.107	_	0.533	530	G	2003
665	0.60	520	G	97 % To:	0%		58 SOUTH		0%	C	0.107	F	0.533	530	G	2003
				From:		86-65	8 NORTH									
665)	1.20	390	G	97% To:	0%	2%	0%	1%	0%	F	0.104	F	0.537	390	G	2003
				From:			45 WEST 645 EAST									
665	0.40	850	R	_							NA			NA		1998
				To:			86-617									
	1.00	100	R	From:		8	86-658				NΙΛ			NΙΔ		06/11/20/
666	1.00	100	ĸ	To:		8	36-665				NA			NA		06/11/200
				From:			36-613		1							
667)	0.30	40	R	<u> </u>		-					NA			NA		06/07/200
				To:		De	ead End									
\bigcirc				From:		De	ead End									
668	0.70	160	R	To:			06 656				NA			NA		06/25/200
				From:			36-656									
(660)	0.50	200	R	Tion.		De	ead End				NA			NA		06/14/200
669				To:		0.50 M	N Dead Er	vd.								
669	0.60	230	R	From:		0.50 IVI	N Dead El	iu			NA			NA		1998
000				To:		8	36-752									
				From:		8	86-650									
670	3.90	280	G	95%	2%	2%	0%	1%	0%	С	0.11	F	0.625	290	G	2003
				From:		86-6	01 WEST									
670	1.10	70	R	To:		06.6	01 5 4 6 5				NA			NA		06/25/200
				From:			01 EAST									
671)	1.30	500	R	rioin.		De	ead End				NA			NA		1998
(671)	1.00			To:		8	86-601				107			10.		1000
				From:		8	36-670		Ī							
672	2.90	60	R								NA			NA		06/25/200
				From:		8	36-673		-							
672)	1.00	160	R	. –							NA			NA		1998
				To:			86-601									
(672)	0.50	8	R	From:		De	ead End				NA			NA		06/25/200
673				To:			86-672									
				From:		8	86-601									
674)	0.20	90	R								NA			NA		1995
_				To- From:		8	36-675									
(674)	1.50	60	R								NA			NA		06/18/200
				To:			ead End									
	1.40	200	В	From:		8	86-674				NA			NΙΔ		06/15/20/
675)	1.40	390	R				an 46				INA			NA		06/15/200
675	0.27	50	R	From:			SR 16		-		NA			NA		06/15/200
675)	0.21	50	11	To:		86-6	95 WEST		1		11/7			INA		00/13/200
\bigcirc				From:			95 EAST									
675	3.00	160	R								NA			NA		1998
				From:		8	86-677									00//0/=
675	2.90	40	R	To:		06.6	12 WEST		 1		NA			NA		06/18/200
				11.		86-6	12 WEST									

					Smyth Maintenance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1T		OC:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smvth Countv				From:	86-612 EAST								
(675)	2.98	180	R		00 012 11101			NA			NA		1998
				To:	86-614								
\bigcirc				From:	SR 16								1000
676	1.90	210	R	To:	86-601 WEST	1		NA			NA		1998
				From:	86-601 EAST								
676	0.60	70	R			-		NA			NA		1998
				To: From:	0.60ME 86-601 EAS 0.60 ME 86-601 EAST								
676)	0.40	100	R		0.00 ME 80-001 EAST			NA			NA		06/18/200
679				To:	86-675 WEST								
	1 20	20	В	From:	86-675 EAST			NΙΛ			NΙΔ		06/19/2004
676	1.20	30	R	To:	86-614			NA			NA		06/18/2001
				From:	86-675								
677)	1.30	30	R		60-073			NA			NA		06/18/2001
				To	86-612								
				From:	86-612 WEST								
678	2.30	40	R					NA			NA		06/18/2001
				To:	Wythe County Line								
Wythe County				From:	Wythe County Line								
(678)	0.20	40	R	110111.	wytne County Line			NA			NA		06/18/2001
070	0.20		•••	To	86-612 EAST						1471		00/10/200
Smyth County				•									
_				From:	86-615 SOUTH								
679	2.50	210	R					NA			NA		1998
				From:	86-615 NORTH								
679	0.86	1000	G	98% To:	0% 1% 1% 0	% 0%	С	0.101	F	0.712	1000	G	2003
				From:	US 11								
600	0.50	60	R	From:	86-679			NA			NA		06/04/2001
680	0.50	00		To:	Dead End			14/-1			IVA		00/04/2001
				From:	US 11								
(681)	0.50	290	R			<u>_</u>		NA			NA		1998
				To:	86-617								
\sim				From:	86-615								
(682)	0.90	90	R					NA			NA		06/04/2001
$\overline{\bigcirc}$				To: From:	86-729								
682	1.10	210	R	To:	110.11		I	NA			NA		1998
				From:	US 11								
602	1.60	230	R	FIORI.	86-615		l	NA			NA		1998
683	1.00	_50		To	US 11 WEST			, .			. 47 1		.500
\bigcirc				From:	US 11 EAST								
683	0.08	4000	R					NA			NA		1998
				From:	RAMP TO I-81								
683	0.12	1800	R					NA			NA		1998
				From:	RAMP TO I-81						_		
683	0.53	480	R	т	00.00		ī	NA			NA		1998
				To:	86-617								
	2.22	400	_	From:	US 11 WEST			N1.0		_	NIA	· <u> </u>	4000
684)	0.20	100	R				_	NA			NA		1998
				From:	US 11 EAST								00/0:/:
684	0.24	30	R	To:	D 1D 1	1		NA			NA		06/04/2001
				To:	Dead End								

					Smyth Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	CC CK	Dir Factor AAWDT QW	Year
Smyth County				From:	Dead End	<u> </u>		
685	0.72	520	R		Dead End	NA	NA	1998
				To-	86-617			
				From:	86-688			
686	1.60	150	R	To:	86-622 WEST	NA 1	NA	1998
				From:	86-622 WEST 86-622 EAST			
686	2.63	610	R			NA	NA	1998
				To: From:	86-795			
686	0.17	960	R			NA	NA	1998
				From:	US 11]		
686	0.18	280	R			NA	NA	1998
				From:	86-625	}		
686	0.07	50	R			NA	NA	1998
				To:	Dead End			
	4.00	00	_	From:	86-610]	A I A	00/07/000
687	1.20	60	R	To:	86-624	NA 1	NA	06/07/200
				From:				
699	1.40	890	R	<u> </u>	SR 16	NA NA	NA	1998
688				To:	86-689 SOUTH	1		
\bigcirc				From:	86-689 NORTH			1000
688	2.00	730	R	То:	86-622	NA 1	NA	1998
				From:		<u> </u>		
(690)	3.81	920	R	r tolli.	SR 16	I NA	NA	1998
689	0.01	020	•••	To	US 11 EAST]	101	1000
\bigcirc				From:	US 11 WEST			
689	1.30	310	R			NA	NA	1998
			_	From:	86-617]		
689	0.19	40	R	To:	Dead End	NA 1	NA	06/11/200
				From:		<u> </u>		
690)	0.62	320	R		86-689	NA NA	NA	1998
(090)				To:	86-766	1		
690	0.68	130	R	From:	80-700	NA NA	NA	06/11/200
(000)				To	86-782	1		
690	0.31	220	R	From:	00-762	NA	NA	06/11/200°
690				To:	0.31 MN 86-782]		
690	0.14	280	R	From:	0.51 WIN 60-762	NA	NA	06/11/200°
				To:	US 11			
				From:	SCL MARION			
691)	0.60	1100	R			NA	NA	1998
				To: From:	86-704	}		
691)	1.35	570	R		0.5 500	NA 1	NA	1998
				To:	86-689	<u> </u>		
	0.59	640	R	From:	NCL MARION	NA	NA	1998
692	0.59	J4U	ĸ	To:	Dead End]	INA	1990
				From:	US 11	 		
693)	0.15	8	R	<u> </u>	00 11	NA	NA	06/11/200
				То:	Dead End]		
_				From:	86-622			
694)	1.65	140	R			NA	NA	06/04/2001
				To-	Dead End			

					SI	nyth Maintenance									
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smvth Countv				From:		SR 16 SOUTH		-							
695)	0.60	150	R			SK 16 SOUTH				NA			NA		1998
000				To		86-601 WEST									
	0.05	750	R	From:		86-601 EAST				NA			NA		1998
695)	0.05	750	K	To:		SR 16 W MID		1		INA			INA		1990
\bigcirc				From:		SR 16 E MID									
695)	0.56	710	G	96%	1%	3% 0%	1%	0%	С	0.096	F	0.573	720	G	2003
				To: From:		86-675 EAST									
695) Slimpcreek Rd	0.64	560	G	96% To:	1%	3% 0%	1%	0%	F	0.091	F	0.594	560	G	2003
				From:		SR 16 NORTH									
000	0.80	180	R	FIOIII.		Dead End				NA			NA		06/28/200
696)	0.00	100	1	т		06.716				IVA			INA		00/20/200
(m)	0.20	240	R	From:		86-746				NA			NA		06/28/200
696)	0.20	2-10	1	To:		86-610		1		IVA			INA		00/20/200
				From:		Dead End		ĺ							
(697)	0.05	30	R			Deut Elit				NA			NA		1998
				To:		FR-8									
				From:		86-613									
698)	1.00	510	R							NA			NA		1998
				To:		Dead End									
\bigcirc			_	From:		SR 16									
699	0.95	150	R	To:		D IF I				NA			NA		06/18/200
				From:		Dead End									
<u></u>	0.52	360	R	From:		NCL MARION				NA			NA		06/11/200
700	0.52	300	IX	To:		86-617				INA			INA		00/11/200
				From:		Dead End									
(701)	0.55	30	R	<u> </u>		Dead End				NA			NA		06/25/200
				To:		86-672									
				From:		Dead End									
702)	0.50	60	R							NA			NA		06/25/200
<u> </u>				To:		86-658									
\bigcirc				From:		Dead End									
703)	3.49	80	R	To:		CD 16 Com Tomorium	_			NA			NA		1991
				From:		SR 16 Gap Terminus SR 348 Gap Terminu									
703)	1.00	240	R							NA			NA		06/14/200
				To:		Dead End									
				From:		86-691									
704)	0.50	290	R	_						NA			NA		06/11/200
				Tn·		Dead End									
\bigcirc	0.00	40	_	From:		Dead End				N.1.0			NIA		00/40/000
705	0.20	40	R							NA			NA		06/18/200
	0.40			From:		86-715				NIA			NIA		00/40/000
705)	0.10	60	R	To:		86-614				NA			NA		06/18/200
				From:		US 11		I							
(706)	0.06	140	R	<u> </u>		05 11				NA			NA		06/04/200
(100)				To:		Dead End									
				From:		86-658									
707)	2.09	470	R							NA			NA		06/04/200
\bigcup				To:		US 11									
				From:		86-615									
708)	0.70	480	R							NA			NA		06/04/200
				To:		US 11									

					J	iliyiii ivialiilelialic	c Alca								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	uck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smyth County				From:		86-720		i							
709	0.54	200	R			80-720				NA			NA		06/25/200
				To:		86-650 WEST									
\bigcirc	4.00	400	_	From:		86-650 EAST									00/05/00
709	1.00	180	R	To:		Dead End				NA			NA		06/25/200
				From:											
	0.10	90	R	FIOII.		86-613				NA			NA		06/07/200
710	0.10	30	K	_						INA			INA		00/01/200
	0.20	90	R	From:		0.10 MN 86-61	3			NA			NA		06/07/200
710	0.20	90	ĸ	To:		Dead End				INA			INA		00/07/200
				From:		SR 16		<u>'</u>							
711)	0.23	140	R	<u> </u>		SK 10				NA			NA		06/18/20
				To:		SR 16									
				From:		SR 16									
712	0.32	60	R							NA			NA		06/18/200
				To		Dead End									
				From:		86-685									
713	0.94	310	R							NA			NA		06/04/200
				To:		86-617									
\sim				From:		US 11									
714)	0.90	70	R	_						NA			NA		06/11/200
				To:		Dead End									
	0.05	00	_	From:		86-705				NIA			NIA		00/40/00
715)	0.25	20	R	To:		D1E1		1		NA			NA		06/18/20
				From:		Dead End									
	0.70	140	R	r tolli.		86-610				NA			NA		06/04/20
716	0.70	140	1	To:		86-620				INA			INA		00/04/20
				From:		Dead End									
717)	0.10	10	R	<u> </u>		Dead End				NA			NA		06/04/20
				To:		SR 42									
				From:		86-650									
(718)	0.95	1600	R							NA			NA		06/25/200
				To:		86-660									
				From:		86-601									
(719)	0.50	20	R							NA			NA		06/25/200
				To:		Dead End									
$\overline{}$				From:		86-663									
720	1.00	260	R							NA			NA		06/25/200
				To:		86-650									
\bigcirc				From:	001	86-604	001	001		0.44=	_	0.000	400		2022
721)	1.60	480	G	95% To:	0%	4% 0%	0%	0%	С	0.117	F	0.638	480	G	2003
						86-605									
	0.40	20	Б	From:		Dead End				NIA			NIA		06/20/200
722	0.10	30	R	To:		86-660				NA			NA		06/28/200
				From:											
722	2.60	500	G	91%	1%	7% 0%	1%	0%	С	0.089	F	0.778	500	G	2003
723)	2.00	500	3	70:	1 /0	86-633	1 /0	3 /0	J	0.000	•	0.110	500	J	2000
				From:		Dead End		<u>.</u> [
(724)	0.39	30	R	<u></u>		Dead Elid				NA			NA		06/25/20
724	0.00		• • • • • • • • • • • • • • • • • • • •	To:		86-601									30,20,20
				From:		86-631									
725)	0.40	20	R	<u></u>		30 031				NA			NA		06/07/200
				To:		Dead End									
			_		_		_			_	_				

					Sn	nyth Maintenand									
Route	Length	AADT	QA	4Tire	Bus	Tr		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smyth County															
726	1.10	290	R	From:		86-633				NA			NA		06/07/2001
				To: From:		1.10 MN 86-63	3	-							
726	0.70	60	R	To:		D IF I				NA			NA		06/07/2001
				From:		Dead End		<u> </u>							
(727)	0.50	40	R	rioin.		SR 42				NA			NA		06/07/200
(121)	0.00			To		Dead End									00/01/200
				From:		Dead End									
728	0.65	80	R							NA			NA		06/18/200
				To:		86-614									
	0.00	00	_	From:		86-615				NIA			NIA		00/44/200
(729)	0.80	60	R	To		86-682				NA			NA		06/14/200
				From:		Dead End		1							
730	0.03	20	R	<u> </u>		Dead End				NA			NA		06/14/200
(700)				To		FR-8									
730	0.17	2500	R	From:		118-0				NA			NA		06/14/2001
(100)				To		SCL MARION	1								
Town of Chilhowie															
	0.05	500	_	From:		86-639				NIA			NIA		07/40/000
(731)	0.25	530	R							NA			NA		07/12/2001
\bigcirc	0.00	0000	_	From:		NCL CHILHOW	ΊE			NIA			NIA		07/40/0004
(731)	0.90	2300	R							NA			NA		07/12/2001
\bigcirc	0.00	000	_	From:		86-774				NIA			NIA		07/40/0004
731)	0.28	230	R	To:		US 11				NA			NA		07/12/2001
g						03 11									
Smvth Countv				From:		86-606		Ī							
(732)	0.50	240	R							NA			NA		06/28/200
				To:		86-721									
\bigcirc				From:		86-634									
733	0.40	120	R	To:		06.624				NA			NA		06/07/2001
						86-634									
	0.07	47	R	From:		Dead End				NA			NA		06/14/2001
(734)	0.07	41	K	To:		86-645				INA			INA		00/14/200
				From:		SR 16									
735)	0.15	46	R							NA			NA		06/18/2001
				To:		86-601									
Town of Chilhowie															
	0.24	190	R	From:		86-640				NA			NA		07/12/2001
736	0.24	190	ĸ							INA			INA		07/12/2001
	0.08	60		From:		86-737				NA			NA		07/12/2001
736	0.06	60	R	To:		Dead End				INA			INA		07/12/2001
				From:		86-736		1							
737)	0.08	10	R	<u> </u>		80-730				NA			NA		07/12/2001
				To:		Dead End									
Smyth County															
	_	_	_	From:		86-675									
(738)	0.80	50	R	T		P 12 :				NA			NA		06/18/2001
				To:		Dead End									
	4 00	1400	D	From:		86-762				NIA			NI A		06/20/2000
739	1.22	1100	R	To		86-647				NA			NA		06/28/2000
						30-0-7									

					Siffyth Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	(1)(')	QK Dir Factor	AAWDT	QW Year
Smyth County				From:	Dead End	i			
740	0.24	20	R			NA		NA	06/18/200
				To-	SR 16				
	0.62	190	R	From:	86-610	NA NA		NA	06/07/200
741)	0.62	190	ĸ	To:	Dead End	I NA		INA	06/07/200
				From:	Dead End				
742	1.20	9	R			NA		NA	06/04/200
				To:	Bland County Line				
	0.00	240	_	From:	SR 91	N.A.		NIA	00/07/200
743	0.06	210	R	To:	86-744	NA I		NA	06/07/200
				From:	Dead End				
744)	0.04	120	R		Denn Emi	NA		NA	06/07/200
				To: From:	86-743	 			
744)	0.06	100	R			NA		NA	06/07/200
				To:	Dead End				
\bigcirc	0.70	220		From:	Dead End	NIA		NIA	00/40/200
745	0.76	230	R	To:	86-601	NA I		NA	06/18/200
				From:	86-696				
746	1.40	260	R	<u> </u>	86 070	NA		NA	06/28/200
				To: From:	1.40 ME 86-696	 			
746	0.06	270	R	From:		NA		NA	06/28/200
				To:	SR 107				
	0.30	440	В	From:	86-613	NA		NIA	06/07/200
747	0.30	110	R	To:	Dead End	NA I		NA	06/07/200
				From:	86-613				
748)	0.17	80	R	<u>. </u>		NA		NA	06/07/200
$\bigcup_{i=1}^{n}$				To:	Dead End				
	0.74	500	_	From:	86-660			NIA	00/44/000
749	0.74	530	R	To:	Dead End	NA I		NA	06/14/200
				From:	86-617				
750	0.12	80	R			NA		NA	06/14/200
				To:	Dead End				
\bigcirc			_	From:	SR 42				22/27/22
751)	0.05	130	R			NA		NA	06/07/200
	0.35	70	R	From:	0.05 MN SR 42	NA		NA	06/07/200
751)	0.35	70	ĸ	To:	Dead End	I NA		INA	06/07/200
				From:	86-669				
752	0.82	160	R		20 009	NA		NA	06/14/200
				To:	Dead End				
\bigcirc	* *=		_	From:	US 11				
753	0.05	90	R	To:	Dead End	NA I		NA	06/11/200
				From:	86-621	<u>. </u>			
(754)	0.20	30	R		00-021	NA		NA	06/04/200
				To	Dead End				
				From:	86-630	<u> </u>	<u> </u>		
755)	0.18	20	R	. —		NA		NA	06/07/200
				To:	Dead End				

					3	myth Maintei	nance.	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smyth County				From:		86-63	30		ſ							
756	0.25	30	R	_							NA			NA		06/07/200
<u> </u>				To-		Dead I	End									
\bigcirc	0.00	00	-	From:		86-75	55				NIA			NIA		00/07/00/
757	0.06	20	R	To:		86-63	80				NA			NA		06/07/200
				From:		NCL MA										
758)	0.17	530	R			TVCE WEET	Idon				NA			NA		06/14/20
				To:		NCL MA	RION									
$\overline{}$				From:		US 1	1									
759	0.15	50	R	To:		D41	21		1		NA			NA		06/11/20
				From:		Dead I										
760	1.00	60	R	FIOIII.		86-60	00				NA			NA		1995
760	1.00	•	• • • • • • • • • • • • • • • • • • • •	To:		Dead I	End							101		1000
				From:		86-62	20									
761)	0.05	30	R								NA			NA		06/04/20
				To: From:		0.05 MN 8	86-620		-							
761)	0.93	30	R								NA			NA		06/04/20
				To:		Dead I	End									
O Louis Mill Dal	4.00	200	•	From:	40/	Washington C			00/	_	0.445	_	0.500	000	0	0000
762) Loves Mill Rd	1.83	880	G	97%	1%		1%	1%	0%	F	0.115	F	0.523	890	G	2003
Milita Tara Dal	0.04	2000		From:	40/	86-600 SC		40/	00/		0.004		0.57	0400		0000
762) White Top Rd	2.31	3000	G	97%	1%		1%	1%	0%	С	0.084	F	0.57	3100	G	2003
White Ten Dd	0.04	5700	G	From: 97%	1%	86-60 1% 0)7 %	1%	0%	F	0.089	F	0.624	5800	G	2003
762) White Top Rd	0.84	5700	G	91 70 To:	1 70	SCL Chil		1 70	070	Г	0.069	г	0.024	3600	G	2003
Town of Chilhowie																
C CIMILOWIC				From:		SCL Chil										
762)	0.68	5700	N	97%	1%	1% 0	1%	1%	0%	N	0.089	N	0.624	5800	N	2003
				To: From:		86-60										
762) White Top Ave	0.04	12000	G	97% To:	1%)%	1%	0%	F	0.082	F	0.637	12000	G	2003
1 0 0						I-81 NB I	Camps		<u> </u>							
Smyth County				From:		Dead I	End									
763)	0.75	10	R								NA			NA		06/07/20
				To:		86-61	.0									
\bigcirc				From:		86-68	38									00111100
764)	0.20	110	R	To:		Dead I	End				NA			NA		06/11/20
				From:		86-70										
765	0.70	60	R	<u> </u>		00-70	,,				NA			NA		06/14/20
				To:		Dead I	End									
				From:		86-69	00									
766	0.50	50	R	_							NA			NA		06/11/20
				Tn·		Dead I										
\bigcirc	0.61	1400	R	From:		ECL MA	RION				NA			NA		06/11/20
767)	0.01	1400	ĸ	To:		86-69	01				INA			INA		00/11/20
				From:		Dead I										
768)	0.06	90	R			Doud I					NA			NA		1995
				To:		US 1	1									
$\overline{}$				From:		86-60	00									
769	0.17	130	R	Terr		~			1		NA			NA		06/28/200
				To:		Dead I	end									

					اد	myth Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Smvth Countv				From:		NCL MARION	N	1							
(770)	0.38	130	R							NA			NA		06/11/200
				To:		86-692									
	0.30	120	R	From:		SR 91				NA			NA		06/07/200
771)	0.30	120	K	To:		Dead End				INA			INA		00/01/200
				From:		Dead End									
(772)	0.05	40	R							NA			NA		06/28/200
				To:		86-617									
	0.35	1900	R	From:		SR 107				NA			NA		06/28/200
773	0.33	1900	K	To:		86-610				INA			INA		00/20/200
Town of Chilhowie															
				From:		US 11								_	
(774)	0.12	2400	G	98%	0%	1% 0%	1%	0%	F	0.105	F	0.683	2500	G	2003
$\overline{}$	0.20	4000		From:	00/	86-731	40/	00/		0.445	_	0.750	2000		2002
774)	0.36	1900	G	98% To:	0%	1% 0% NCL Chilhowi	1% e	0%	С	0.115	F	0.756	2000	G	2003
Smyth County						TVCL CIIIIIOWI									
Silver County				From:		NCL Chilhowi									
(774)	0.27	1900	N	98%	0%	1% 0%	1%	0%	N	0.115	N	0.756	2000	Ν	2003
				From:		86-637									
774	0.86	990	G	98%	0%	1% 0%	1%	0%	F	0.122	F	0.776	1000	G	2003
				From:		86-609 NORTI	Н	-							00/00/000
774	0.83	990	R	To		SR 107				NA			NA		06/28/200
				From:		US 11									
775)	0.06	360	R	<u>L</u>		6511				NA			NA		06/11/200
				To:		Dead End									
				From:		Dead End									
(776)	0.20	80	R	To:		06.625				NA			NA		1995
				From:		86-635									
777	0.90	70	R	r roin.		86-610				NA			NA		06/07/200
	0.00			To:		Dead End									00/01/200
_				From:		86-622 WEST									
(778)	0.02	NA								NA			NA		
				To: From:		86-778 Y Int; Gap To 6-622 EAST; Gap T									
778	0.03	NA								NA			NA		
				To: From:		86-778 Y Int									
778	0.05	NA								NA			NA		
				To:		Dead End									
	0.10	NA		From:		Dead End				NIA			NA		
779	0.10	NA		To:	8	86-779 Y Int, Gap Te	erminus			NA			INA		
<u> </u>				From:		Dead End, Gap Ter									
779	0.10	NA								NA			NA		
				From:		86-779 Y Int									
779)	0.01	NA		To:		86-645		1		NA			NA		
				From:		86-610		<u>l</u>							
780	0.40	70	R			90-010				NA			NA		06/07/200
		-		То:		Dead End									
				From:		SR 16									
781)	0.39	540	R							NA			NA		06/18/200
				To:		86-675									

					Smyth Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K I Pactor	QK Dir Factor	AAWDT QV	V Year
Smvth Countv				From:	86-690				
782	0.40	150	R			NA		NA	06/11/2001
				To-	Dead End				
	0.12	NA		From:	86-643	J NA		NA	
783	0.12	NA		To:	Dead End	7		INA	
				From:	86-617				
785	0.20	70	R			NA		NA	06/04/2001
				To:	86-683				
\bigcirc				From:	Cul-de-Sac	J			
786)	0.35	110	R	To:	86-658	NA T		NA	06/25/2001
				From:					
707	0.30	220	R	FIOIII.	86-645	NA		NA	06/14/2001
(787)	0.50	220	- 1	To:	86-657]		INA	00/14/2001
				From:	86-657				
790	0.17	150	R		00 007	NA NA		NA	1998
				To:	Dead End				
				From:	86-622; FR-11				
795)	0.62	3000	R			NA		NA	06/04/2001
				To-	86-686				
\bigcirc	0.14	NA		From:	Cul-de-Sac/			NIA	
796	0.14	NA		To:	US-00011(B)/	NA T		NA	
				From:	Cul-de-Sac/				
797	0.22	NA		<u> </u>	Cui-de-Sac/	J NA		NA	
(191)				To	86-00796(B)/	1			
				From:	Grayson County Line				
798)	2.60	90	R			NA		NA	06/18/2001
				To:	86-612]			
\bigcirc				From:	86-638				
799	0.26	420	R	To:		NA		NA	06/28/2001
					Cul-de-Sac	<u> </u>			
	0.08	NA		From:	86-00645(B)/	NA		NA	
990	0.00	IVA		To:	86-00992(R)/	7		INA	
				From:	86-00645(B)/				
(991)	0.11	NA			00 000 15(B)	NA NA		NA	
				To:	86-00992(L)/				
				From:	86-00990(R)/				
(992)	0.08	NA				NA		NA	
				To:	86-00991(R)/				
Town of Chilhowie				From:	06.1004	T			
(1001)	0.04	360	R		86-1004	J NA		NA	07/12/2001
(1001)	0.01	000	••	To:	110.11	1			017 12/2001
(1001)	0.05	400	R	From:	US 11	NA		NA	07/12/2001
(1001)	0.00	400		т	06.1000	7		147 (0171272001
(1001)	0.14	430	R	From:	86-1002	NA		NA	07/12/2001
(1001)	J. 1 4	-700	.,	To:	86-731]		1474	01/12/2001
				From:	86-1023	<u>-</u>			
(1002)	0.04	230	R	<u> </u>	00 1023	NA NA		NA	07/12/2001
				To:	86-1005				
(1002)	0.08	210	R	From:	00 1002	NA		NA	07/12/2001
				To:	86-1001				

					U	TYLLI IVIAITILEITATICE	7 11 00							
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle			QC K	QK or	Dir Factor	AAWDT	QW	Year
Town of Chilhowie				From:		86-1001		-						
1002	0.29	450	R			80-1001			NA			NA		07/12/200
				To:		86-1007								
1002	0.05	360	R	Prom.					NA			NA		07/12/200
				From:		86-1008		⊒⊦						
1002	0.06	320	R						NA			NA		07/12/20
	0.08	210	R	From:		86-1003			NA			NA		07/12/20
1002	0.00	210	K	To:		86-1009			INA			INA		01112120
				From:		US 11								
1003	0.05	1000	R						NA			NA		07/12/20
	0.40			From:		86-1002								07/40/00
1003	0.10	560	R						NA			NA		07/12/20
1003	0.09	490	R	From:		86-1010			NA			NA		07/12/20
1003)	0.00	100		To:		86-731								01712720
				From:		US 11								
1004	0.19	1600	R						NA			NA		07/12/20
	0.05	0400	_	From:		86-1006			NIA.			NIA		07/40/00
1004	0.05	2400	R						NA			NA		07/12/20
	0.07	960	R	From:		SR 107			NA			NA		07/12/20
1004	0.07			To:		86-1023								01712/20
1004)	0.06	540	R	From:		00-1025			NA			NA		07/12/20
				To: From:		86-1005		\neg -						
1004)	0.06	320	R						NA			NA		07/12/20
				To: From:		86-1001								
1005	0.04	260	R	rioin.		86-1004			NA			NA		07/12/20
1003				To:		US 11 EAST								
1005	0.05	120	R	From:		US 11 WEST			NA			NA		07/12/20
1005	0.00	.20		To:		86-1002								01712720
				From:		US 11								
1006	0.04	850	R	To:		86-1004			NA			NA		07/12/20
				From:		86-1002								
1007)	0.05	50	R	<u> </u>		00 1002			NA			NA		07/12/20
				To:		Dead End								
\bigcirc	0.15	E20	_	From:		Dead End			NIA			NIA		07/12/20
1008)	0.15	530	R	т		110.11			NA			NA		07/12/20
1008	0.05	170	R	From:		US 11			NA			NA		07/12/20
				To:		86-1002								
$\overline{}$				From:		US 11; 86-9812								
1009	0.03	1400	R						NA			NA		07/12/20
	0.10	650	R	From:		86-1002			NA			NA		07/12/20
1009	0.10	000		To		07 1010		 1	INA			INA		<i>011</i> 12/20
1009	0.10	630	R	From:		86-1010			NA			NA	_	07/12/20
	3			To		86-731								
				From:		86-1009								
1010	0.08	50	R	To		86-1003			NA			NA		07/12/20
						80-1003								

					Smyth Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2T	rail C	QK Dir Factor AAWDT	QW Year
Town of Chilhowie				From:	06 1002	_ 		
(1010)	0.03	NA			86-1003	NA	NA	
				To	Dead End			
			_	From:	86-731			0=1101000
(1011)	0.06	80	R	To:	86-1013	NA NA	NA	07/12/2001
				From:	86-731			
(1012)	0.06	100	R		00 731	NA	NA	07/12/2001
				To:	86-1013			
	0.00		-	From:	86-1011		NIA.	07/40/0004
1013	0.06	90	R	To:	86-1012	NA NA	NA	07/12/2001
				From:	SR 107			
(1014)	0.10	100	R			NA	NA	07/12/2001
				To:	86-731			
\bigcirc	0.05	200	-	From:	US 11		NIA.	07/40/0004
1015	0.05	830	R			NA	NA	07/12/2001
	0.04	790	R	From:	86-1028	NA	NA	07/12/2001
1015	0.04	730	IX.	To:	86-1016		INA	07/12/2001
				From:	86-1020			
1016	0.07	660	R			NA	NA	07/12/2001
				To: From:	86-1022			
1016	0.03	680	R			NA	NA	07/12/2001
				To: From:	86-1015			
1016	0.11	270	R			NA	NA	07/12/2001
	0.07	500	_	From:	86-1018			07/40/0004
1016	0.07	500	R			NA	NA	07/12/2001
	0.04	80	R	From:	86-1017	NA	NA	07/12/2001
(1016)	0.04	00	K	To:	Dead End		INA	07/12/2001
				From:	US 11			
(1017)	0.03	1100	R			NA	NA	07/12/2001
				To: From:	86-1028			
(1017)	0.05	960	R			NA	NA	07/12/2001
				From:	86-1016		 	
(1017)	0.12	540	R	To:	86-1019	NA NA	NA	07/12/2001
				From:	86-1019			
1018	0.06	160	R		80-1010	NA	NA	07/12/2001
				To:	86-1021			
				From:	86-1020			
1019	0.06	250	R			NA NA	NA	07/12/2001
	0.00			From:	86-1025	<u> </u>		07/10/0001
(1019)	0.22	380	R	To:	86-1017	NA NA	NA	07/12/2001
				From:	86-1016	Ī		
(1020)	0.11	420	R		00 1010	NA	NA	1986
				To:	86-1019			
			_	From:	86-1022			
(1021)	0.16	60	R	To	86-1018	NA NA	NA	1986
				From:	86-1016	l İ		
(1022)	0.06	80	R	<u> </u>	00-1010	NA	NA	1986
				To:	86-1021			

					Smyth Maintenance Are	ea				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Tr		QC K Factor	QK Dir Factor	AAWDT (QW Year
Town of Chilhowie				From:	86-1004					
(1023)	0.04	910	R	-			NA		NA	07/12/2001
				To: From:	US 11					
(1023)	0.05	200	R				NA		NA	07/12/2001
				From:	86-1002					
1023	0.13	180	R	To:	86-731		NA		NA	07/12/2001
				From:	Dead End					
(1024)	0.19	1900	R	<u> </u>	Doud End		NA		NA	07/12/2001
				To:	US 11					
\bigcirc				From:	86-1019					
1025)	0.05	200	R	To:	86-1026		NA		NA	1986
				From:	Dead End					
(1026)	0.21	NA		<u></u>	Dead End		NA		NA	
1020				To:	86-1025					
(1026)	0.07	40	R	From:	00 1023		NA		NA	1986
				To:	Dead End					
				From:	Dead End					
(1027)	0.17	440	R	To:	86-1024		NA		NA	07/12/2001
				From:	86-1015					
1028)	0.19	80	R		80-1013		NA		NA	07/12/2001
				To:	86-1017					
Smyth County				T						
	0.09	320	R	From	86-1032		NA		NA	1998
(1029)	0.09	320	K	To:	86-645		INA		INA	1990
				From:	86-1031					
1030	0.14	120	R				NA		NA	1998
				To:	86-1029					
	0.07	00	_	From:	86-1032		NIA		NIA	4000
(1031)	0.07	90	R	To:	86-1030		NA		NA	1998
				From:	86-1031					
(1032)	0.23	110	R		*****		NA		NA	1998
				To:	Dead End					
Town of Chilhowie				From:	110 11	ı				
(1033)	0.17	NA		1.0	US 11		NA		NA	
(1033)	• • • • • • • • • • • • • • • • • • • •			To:	86-731					
				From:	86-762					
(1034)	0.38	260	R				NA		NA	1998
				To:	86-762					
	0.04	690	R	From:	86-762		NA		NA	07/12/2001
1035)	0.04	030	K	To:	86-1036		INA		INA	07/12/2001
				From:	86-1035	ij				
(1036)	0.25	690	R	_			NA		NA	07/12/2001
				To:	Dead End					
\bigcirc	0.00			From:	86-731		.		NIA	07/40/000
1037)	0.28	60	R	To	Cul-de-Sac		NA		NA	07/12/2001
				From:	86-01004(B)/					
1038	0.03	NA		<u> </u>	00-0100 1 (D)		NA		NA	
				To:	US-00011(B)/					

					Smyth Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tr	ail C Factor	QK Dir AAWDT	QW Year
Smyth County				From:	86-638	1		
1040	0.32	470	R			NA	NA	1998
_				To: From:	86-1041			
(1040)	0.13	90	R			NA	NA	1998
				To-	Cul-de-Sac			
	0.14	90	R	From:	86-1040	NA	NA	1998
(1041)	0.14	90	K	To	Cul-de-Sac		INA.	1990
				From:	Cul-de-Sac			
1045	0.13	NA				NA	NA	
				To:	86-658			
\bigcirc				From:	86-660			2011112
1101)	0.30	730	R			NA	NA	06/14/200
	0.22	200	В	From:	86-1102		NΙΛ	06/14/20/
1101	0.22	200	R	To:	Dead End	□ NA	NA	06/14/200
				From:	86-1101	1		
1102	0.19	340	R	<u> </u>	~~	NA	NA	06/14/200
				To-	86-1103			
\bigcirc				From:	86-660			
1103	0.31	710	R			NA	NA	06/14/200
			_	From:	86-1102			
1103	0.22	330	R	To:	Dead End	¬ NA	NA	06/14/200
				From:	86-660	1		
(1104)	0.25	160	R		80-000	NA NA	NA	06/14/200
				To:	Dead End			
				From:	FR-5			
1110	0.18	100	R	. —		NA NA	NA	06/14/20
				To:	FR-5			
	0.12	140	R	From:	86-1113	NA	NA	1998
(1112)	0.12	140	IX	To:	86-758		IVA	1990
				From:	NCL MARION			
(1113)	0.23	180	R			NA	NA	1998
				To:	86-1112			
\bigcirc	0.45	400		From:	BEGIN LOOP			1000
1115	0.45	100	R			NA	NA	1998
$\overline{}$	0.04	70		From:	END LOOP		NIA	00/44/00/
(1115)	0.04	70	R			NA	NA	06/14/200
	0.18	140	R	From:	86-1116	NA	NA	06/14/200
1115	0.10	140	IX	To:	86-659		IVA	00/14/200
				From:	Cul-de-Sac			
1116	0.07	20	R	<u>. </u>		NA	NA	06/14/200
				To:	86-1115	ᄀ		
		000	_	From:	Dead End			001117
1120	0.07	200	R	To	FR-10	NA NA	NA	06/11/200
				From:		<u> </u>		
1125	0.26	210	R		BEGIN LOOP	NA	NA	1998
1123				To:	END LOOP			
(1125)	0.02	220	R	From:	END FOOL	NA	NA	1998
				To-	FR-4			

					Smyth Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C K Factor	QK Dir Factor	AAWDT QV	V Year
Smyth County				From:	86-658				
(1140)	0.09	NA				NA		NA	
				To:	Cul-de-Sac				
	0.26	NA		From:	Cul-de-Sac	NA		NA	
1141	0.20	IVA		To:	Cul-de-Sac]		IVA	
				From:	Dead End				
1201)	0.11	60	R			NA		NA	06/28/200
				From:	86-1202; 86-1203	 			
1201)	0.33	260	R	To:	86-610	NA 1		NA	06/28/200
				From:	86-610				
1202	0.08	810	R			NA		NA	06/28/200
				To: From:	86-1203				
1202	0.08	760	R			NA		NA	06/28/200
				To: From:	86-1201; 86-1205				
1203	0.11	70	R	From:	Dead End	J NA		NA	06/28/20
1203)	0.11		.`	To:	86-1202]		107	00/20/20
				From:	86-1205				
1204	0.18	140	R		0.5.510	NA		NA	06/28/20
				To:	86-610				
1205	0.08	120	R	From:	86-610	NA		NA	06/28/20
1203				To:	86-1204	1			
1205	0.09	110	R	From:	30-120-	NA		NA	06/28/200
				To: From:	86-1201; 86-1202	1			
1205	0.09	520	R	110111.		NA		NA	06/28/200
				To: From:	86-1206 SOUTH]			
1205	0.10	340	R	To	0.6.100.6.NOPTV	NA 1		NA	06/28/20
				To: From:	86-1206 NORTH	i			
1206	0.41	160	R	riom.	86-1205	NA		NA	06/28/200
1200				To:	86-1205				
				From:	Dead End				
1207	0.13	20	R	To:	0.0000000000000000000000000000000000000	NA 1		NA	06/28/20
				From:	86-1205; 86-1206 NORTH				
1301)	0.07	60	R	riom.	86-762	J NA		NA	06/28/200
1001				To:	86-1302]			
				From:	86-1301				
1302	0.12	50	R	т.,	07.1202	NA		NA	06/28/200
				To: From:	86-1303				
1303	0.07	60	R	riom.	86-762	NA		NA	06/28/200
1303)				To	86-1302	1			
1303)	0.07	30	R	From:	00-1302	NA		NA	06/28/200
				To:	Cul-de-Sac	1			
\bigcirc				From:	Cul-de-Sac]			
1310	0.37	130	R	To:	86-600	NA 1		NA	06/28/200
				From:	86-1310 WEST	<u> </u>			
(1311)	0.27	60	R		00-1310 WES1	NA		NA	06/28/200
				To	86-1310 EAST				

					Siffylif Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	C K Factor	QK Dir Factor	AAWDT (QW Year
Smyth County				From:	86-718	i			
(1401)	0.09	330	R		00 /10	NA		NA	06/25/200
				To: From:	86-1402				
1401)	0.35	220	R	To:	86-1403	NA 1		NA	06/25/200
				From:	86-1403				
(1402)	0.09	130	R	<u></u>	00-1-05	NA NA		NA	06/25/200
				To:	86-1401				
	0.07	260	R	From:	86-718	NA		NA	06/25/200
1403	0.07	200	K	To:	07.1402	1		INA	00/23/200
1403	0.29	210	R	From:	86-1402	NA		NA	06/25/200
				To:	86-1401				
\bigcirc			_	From:	86-648				20/07/000
1420	0.38	320	R	To:	Cul-de-Sac	NA 1		NA	06/25/200
				From:	Cul-de-Sac				
(1421)	0.07	20	R			NA		NA	1998
				To:	86-1420				
(1422)	0.09	40	R	From:	Cul-de-Sac	J NA		NA	1998
(1422)	0.00	-10		To:	86-1420	1		14/ (1000
				From:	Cul-de-Sac				
1423	0.12	70	R	To:	97.1420	NA 1		NA	1998
F				10.	86-1420				
Fown of Chilhowie				From:	CHILHOWIE HIGH SCH				
9812	0.23	1100	R	To:	UC 11, 97 1000	NA 1		NA	1995
				10.	US 11; 86-1009				
Smyth County				From:	86-630				
9813)	0.34	370	R	To:	NORTHWOOD MID SCH	NA 1		NA	1995
				From:	86-601				
9814)	0.11	360	R	<u></u>	00-001	NA		NA	1995
				To:	SUGAR GROVE ELEM SCH				
\bigcirc	0.15	E70	R	From:	CHILHOWIE ELEM SCH	NA.		NA	1995
9858	0.15	570	K	To:	US 11	NA]		INA	1990
				From:	86-634				
9859	0.16	NA				NA		NA	
				To:	Dead End				
740	0.15	1500	N	98%	Wythe County Line 1% 1% 0% 1% 0%	N 0.105	N 0.678	1600	N 2003
749				To:	86-614 Smyth County Line	1	0.0.0		
Town of Marion				T		1			
N. Church St	0.22	NA		From:	Lee Street	NA		NA	
119	V.LL			To:	Catron Street	1473		1 17 1	
				From:	WCL Marion				
2 Rte 645 Fowler St	0.02	1100	G	98%	0% 2% 0% 0% 0%	C 0.103	F 0.504	1100	G 2003
				To: From:	Chatham Hill Cir	<u> </u>			
Pendleton St	0.11	NA		rioin:	Commerce St	J NA		NA	
Pendleton St	J.11			To:	E Main St	<u> </u>			
						· · · · · · · · · · · · · · · · · · ·			

					5	myth Main	itenance	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Truc 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Marion																
Poston St	0.39	370	G	From: 98%	0%	US 11 1%	Main St 1%	1%	0%	F	0.110	F	0.758	400	G	2003
Poston St	0.39	3/0	G	90% To:	0%		nerry St	170	0%	Г	0.110	Г	0.756	400	G	2003
				From:			ark St									
E Cherry St	0.21	3400	G	98%	0%	1%	1%	1%	0%	С	0.100	F	0.594	3600	G	2003
119)				To:		SR 16 Cc	ommerce S	t								
_				From:		SCL	Marion									
S Church St	0.77	2600	G	98%	0%	1%	1%	1%	0%	F	0.09	F	0.555	2700	G	2003
119				To: From:		US 11;	E Main St		<u> </u>							
N Church St	0.11	1500	G	98%	0%	1%	0%	1%	0%	С	0.107	F	0.585	1600	G	2003
119/				To:			ee St									
\bigcirc . \sim	0.04	4=00	_	From:	00/		urch St	40/	00/	•	0.400	_	0.505	4500	•	0000
Lee St	0.31	1500	G	96%	0%	2%	1%	1%	0%	С	0.103	F	0.595	1500	G	2003
				From:			N Main St N Main St									
Chatham Hill Rd	0.15	4900	G	96%	1%	1%	1%	1%	0%	F	0.093	F	0.804	5200	G	2003
Chatham Hill Rd				To:												
Chatham Hill Rd	1.16	2400	G	96%	1%	1%	owie St 1%	1%	0%	С	0.093	F	0.589	2500	G	2003
Chatham Hill Rd	1.10	2400	G	70 /0	1 /0		Marion	1 /0	0 /6	C	0.093		0.569	2300	G	2000
				From:												
Chilhowie St	0.96	1900	G	97%	0%	1%	Marion 0%	1%	0%	С	0.09	F	0.514	2000	G	2003
Chilhowie St	0.90	1900	G	91 /0	0 /0	1 /0	0 /6	1 /0	0 /6	C	0.09		0.514	2000	G	2000
<u> </u>				From:			m Hill Cir									
Chilhowie St	0.14	1900	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.946	2000	G	2003
				To:		Ma	in St									
<u> </u>				From:			Iain St									
Keller La	0.70	1400	G	98%	0%	1%	0%	0%	0%	С	0.105	F	0.537	1500	G	2003
						NCL	Marion									
<u> </u>				From:			Marion									
Johnston Rd	0.15	2500	G	93% To:	0%	2%	2%	2%	0%	С	0.132	F	0.731	2700	G	2003
				10.		US II	Main St									
own of Saltville				From:		COL (2 14 211									
Palmer Ave	1.83	1400	G	98%	0%	1%	Saltville 0%	1%	0%	С	0.111	F	0.503	1400	G	2003
Palmer Ave	1.03	1400	G	90 /0	0 /0			1 /0	0 /6	C	0.111		0.505	1400	G	2000
<u> </u>	2.12			From:	201		ke Dr	407		_	2 122	_		0.400	_	
Palmer Ave	0.48	3100	G	98%	0%	1%	0%	1%	0%	F	0.103	F	0.540	3100	G	2003
				To: From:		SI	R 91									
Allison Gap Rd	1.05	3800	G	96 <u>%</u>	0%	1%	1%	1%	0%	С	0.098	F	0.55	3800	G	2003
2.3.7				To:		NCL :	Saltville									
own of Marion																
4 1 01 1		400	_	From:		Loo	k Ave				0.400	_		400	•	0000
1st Street		400	G	To:		т.	1 4				0.109	F		420	G	2003
							oln Ave									
0 1 01		040	_	From:		Sprin	kle Ave				0.440	_	0.05	000	•	0000
Catron St		310	G	To:		*** 1	6. 1				0.118	F	0.65	330	G	2003
				From:			fe Ave									
Catron St		600	G	<u> </u>		11030	ottive				0.107	F	0.586	630	G	2003
			-	To:		Chilh	owie St								-	
				From:			on Ave		1							
Cumberland St		380	G	<u> </u>		Cillio	011 1110				0.087	F	0.528	400	G	2003
			-	To:		Hulld	ale Ave					•	2.020		-	
				From:			ale Ave									
Dalton St		260	G	<u> </u>		пина	aic Ave				0.098	F	0.571	280	G	2003
Daiton Ot		200	3	To:		Green	nway St				0.030	•	0.57 1	200	9	2000
				Erom:												
Dogwood Dr		120	c			Magr	nolia St				0.12	_	0.626	120	C	2002
Dogwood Dr		130	G	To:		ъ.	d End				0.12	F	0.636	130	G	2003
						Dea	d End									

				51	myth Maintenand	e Area								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
own of Marion			From:		Action Pl		ı							
E. Main St	1600	G	<u> </u>		7 tetion 1 1				0.106	F	0.757	1600	G	2003
		_	To		Oak St					•			_	
			From:		Cumberland St	t	i							
Hulldale Ave	100	G	<u> </u>		Cumornana St				0.177	F	0.539	110	G	2003
			To:		Dead End									
			From:		1St Street									
Look Ave	490	G	<u>-</u>						0.108	F	0.5	520	G	2003
			To:		Chilhowie St									
			From:		Dogwood Dr									
Magnolia St	220	G							0.146	F	0.507	240	G	2003
			To:		Hemlock St									
Magnolia St	260	G	From:		Hennock St				0.13	F	0.583	270	G	2003
	_00	-	To:		Veteran St					,		•	-	
			From:		Golf View		i							
Mt View Dr	80	G	<u> </u>		Goil view				NA			90	G	2003
2.		_	To:		Country Club R	2d							•	
			From:		Cherry St		1							
Park St	470	G	<u> </u>		Cherry St				0.09	F	0.544	500	G	2003
	•	_	To:		Dead End S Of Ch	nerry			0.00	•	0.0			
			From:		Cumberland St									
Patton Ave	80	G	<u> </u>		Cumberiand St				0.127	F	0.565	90	G	2003
	•	_	To:		Dead End				0	•	0.000			
			From:		E. Cherry St									
Pearl St	670	G	<u> </u>		E. Cherry St				0.100	F	0.635	710	G	2003
. 33.1 31	0.0	_	To		E. Hiigh St				000	•	0.000		•	
			From:		Main St		1							
Pendleton St	NA		<u> </u>		Wall St				NA			NA		
			To:	Commerce St										
			From:		E. High St		1							
S. Iron St	1100	G	<u> </u>		L. High St				0.099	F	0.513	1100	G	2003
			To:		Walnut St					•				
			From:		Wassona Dr									
Wassona Dr	1600	G	95%	0%	0% 3%	1%	0%	С	NA			1700	G	2003
Wassona Dr	1000	G	From:	∩0/ ₋	Hemlock St	10/-			0.1	F	0.505	2100	G	2002
Wassona Dr	1900	G	98% To:	0%	1% 0% Veteran St	1%	0%	С	0.1	F	0.505	2100	G	2003
			From:											
Wolfe Ave	240	G			Oakley St				0.142	F	0.527	250	G	2003
VV OILE AVE	240	G	To:		Dover St				0.142	r	0.521	200	G	2003
60 L W					Dover 5t									
own of Saltville			From:		Campbell Ave	.	I							
Mathieson Rd	NA		<u> </u>		Zumpoon 11VC				NA			NA		
			To:		Greenbrier Dr									
			From:		Palmer Ave		i							
Shaker Lane	NA				1 diffici /1VC				NA			NA		
			To:		First Street									
			•											